

Recognized Authority on  
Connellsville Coke Trade.

# The Courier

Circulates Wherever Coke  
is Manufactured or Used.

VOL. 41, NO. 22.

CONNELLVILLE, PA., THURSDAY MORNING, DECEMBER 6, 1917.

EIGHT PAGES.

## Prices and Prospects.

### DIFFICULTIES IN MOVING COKE CAUSE MORE FURNACES TO BANK

The Transportation Situation  
Places a Cramp on Pig Iron  
Offerings.

#### RELIEF IS ANTICIPATED

From Traffic Congestion As a Result  
of Formation of the Eastern Rail-  
road Pool; Plan to Pool Coal in the  
Pittsburg District is Progressing.

Special to The Weekly Courier.  
PITTSBURG, Dec. 5.—Car supplies  
in the Connellsville coke region open-  
ing the week with 50 per cent. of rat-  
ings on Monday, a bad beginning  
when Monday is expected to be easily  
the best day of the week. Forecasts  
are that the supplies will not vary  
much from the averages of the past  
two weeks, which have been about 45  
per cent.

While this week has seen no im-  
provement in car supplies there has  
been an improvement in the receipt  
of coke at furnaces, as compared with  
the particularly light receipts the  
latter part of last week. The rail-  
roads undertook a general clean-up  
on Sunday, but directed their atten-  
tion more to the movement of loaded  
cars than to the movement of empty  
cars. Indeed so much coke was  
loaded that there were not many  
empty cars left.

The extreme difficulty in moving  
coke is best shown by the experience  
of the Carnegie Steel company, which  
opened this week with 41 of its 50  
last furnaces in blast, against 44 last  
Thursday and 48 at the beginning of  
last week. Several furnaces were ex-  
pected to resume activity this week.  
Very few merchant furnaces have es-  
caped banking for longer or shorter  
periods in the past fortnight, and  
have been more idle than in the  
last few days than for many months.

The results of the transportation  
situation are seen in the pig iron  
market, where there are practically  
no offerings. Nearly all the large  
steel companies, which ordinarily pro-  
duce all the pig iron they have con-  
sumed to consume, have been running  
shorter or shorter, and they avoid  
now buy several hundred thousand  
tons of pig iron, chiefly basic, if it  
is offered. The merchant furnaces,  
which were moderately free sellers last  
October have been offering scarcely  
any iron since early in November. No  
question of price is involved, as all  
offerings would be at the set prices  
and there is no prospect of any re-  
vision in prices either upwards or  
downwards in the near future.

Strong hopes are entertained that  
here will soon be relief in the traf-  
fic congestion, at any rate if untoward  
winter weather does not intervene.  
The General Operating Committee of  
even railroad vice presidents, placed  
in charge of the conduct of the pool  
of the railroads east of Chicago, de-  
cided upon last Saturday week, has  
been strenuously at work. A week  
ago a set of half a dozen orders was  
announced, aimed chiefly at relieving  
traffic congestion in the Pittsburgh  
district. These orders included an  
embargo on through freight east and  
west, as to passage through "the  
Pittsburg gateway," an embargo on  
all iron and steel shipments intended  
for export, as 1,325,000 tons of iron  
and steel is now at the seaboard  
waiting vessels, the annulment of  
the Broadway Limited, the Pennsyl-  
vania's crack 20-hour train between  
Chicago and New York, the discon-  
tinuance of the so-called "fast freight"  
lines and one or two other measures.  
It is now left with the Pittsburgh dis-  
trict to clean up its tracks and re-  
sume regular movement of freight,  
having issued these initial orders the  
committee has addressed itself to an  
extended campaign of improving the  
traffic situation. The campaign al-  
ready includes many very important  
measures.

The coke market continues quiescent  
at the set prices, which as to be-  
lieve coke are as follows, per net ton at  
yards:

Pennsylvania  
Furnace  
24-inch selected foundry ..... \$7.00  
Crushed, over 1-inch ..... \$5.50

Some further steps have been taken  
in the direction of preparing for a  
pooling of the coal output of the  
Pittsburg district. A committee has  
been appointed which is considering  
the grading of the product, of the dif-  
ferent seams and descriptions of coal  
mined in the general district. A sepa-  
rate activity is the listing of cross  
movements in coal, this being done  
in conjunction with railroad authori-  
ties, so as to make coal move the  
shortest distance from point of pro-  
duction to point of consumption. The  
committee at work in the Pittsburgh  
district has already found 40 or 50  
cases of cross movements, the elimi-  
nation of which will reduce materially  
the amount of work to be done  
by the railroads. For example, Pit-  
tsburg district coal has been found  
going to points that can be served at  
less, equally as well by the Fairmont  
district, while Fairmont coal in turn  
has been shipped past the Pittsburgh dis-  
trict.

There is scarcely any coal being  
offered in the open market, but chief-  
ly through the medium of priority or-  
ders the by-product coking plants are

## Review of the Connellsville Coke Trade.

### Statistical Summary.

PRODUCTION.		WEEK ENDING DEC. 1, 1917.				WEEK ENDING NOV. 24, 1917.			
DISTRICT.	Ovens.	In.	Out.	Tons.	Ovens.	In.	Out.	Tons.	
Connellsville	20,465	17,907	2,558	15,100	20,465	17,907	2,558	167,455	
Lower Connellsville	17,645	15,471	2,174	13,606	17,645	15,472	2,173	118,262	
Totals	38,110	33,378	4,732	28,706	38,110	33,379	4,731	316,017	
FURNACE OVENS.		WEEK ENDING DEC. 1, 1917.				WEEK ENDING NOV. 24, 1917.			
Connellsville	17,058	15,358	1,699	134,400	17,058	15,358	1,699	124,405	
Lower Connellsville	5,586	4,896	690	42,736	5,586	4,896	690	42,736	
Totals	22,644	20,254	2,389	177,136	22,644	20,254	2,389	177,136	
MERCHANT OVENS.		WEEK ENDING DEC. 1, 1917.				WEEK ENDING NOV. 24, 1917.			
Connellsville	3,107	2,649	758	21,000	3,107	2,649	758	25,050	
Lower Connellsville	11,519	10,575	1,244	94,130	11,519	10,575	1,243	100,277	
Totals	14,626	13,224	2,002	115,130	14,626	13,224	2,001	125,327	
SHIPMENTS.		WEEK ENDING DEC. 1, 1917.				WEEK ENDING NOV. 24, 1917.			
To Pittsburg	3,298 Cars.	102,343 Tons.	3,481 Cars.	108,216 Tons.	3,298 Cars.	102,343 Tons.	3,481 Cars.	108,216 Tons.	
To Points West of Pittsburg	3,896 Cars.	125,681 Tons.	3,896 Cars.	125,681 Tons.	3,896 Cars.	125,681 Tons.	3,896 Cars.	125,681 Tons.	
To Points East of the Region	1,511 Cars.	50,366 Tons.	1,511 Cars.	50,366 Tons.	1,511 Cars.	50,366 Tons.	1,511 Cars.	50,366 Tons.	
Totals	8,705 Cars.	278,390 Tons.	8,705 Cars.	278,390 Tons.	8,705 Cars.	278,390 Tons.	8,705 Cars.	278,390 Tons.	
By River	2,745 Cars.	87,510 Tons.	2,745 Cars.	87,510 Tons.	2,745 Cars.	87,510 Tons.	2,745 Cars.	87,510 Tons.	
TOTAL	11,450 Cars.	365,900 Tons.	11,450 Cars.	365,900 Tons.	11,450 Cars.	365,900 Tons.	11,450 Cars.	365,900 Tons.	

### REMEDY FOR THE CAR TRACING EVIL GREATLY NEEDED

Many Requests Made That Are  
More or Less Un-  
necessary.

#### OFFICES OVERBURDENED

With Regular Work Still More Hand-  
capped With Useless Tracers; Are  
Hindered Largely As a Matter of  
Form, But at Big Expense to R. R's.

One of the suggestions considered  
at the recent "get-together" meeting  
of the coal and coke operators of  
the Connellsville region and repre-  
sentatives of the railroads, was em-  
bedded in the request of the latter to  
ask for car tracers when usual ne-  
cessity requires. The plea that these  
requests be curtailed in number was  
based upon the fact that railway offi-  
ces are not only overburdened with  
work, and are also short-handed, but  
it was also pointed out that starting  
a tracer is in so many instances  
wholly unnecessary. Frequently a  
shipment reaches its destination just  
about the time the work of tracing it  
gets under way. This does not  
eliminate the work necessary in com-  
pleting the trace, but it does add  
enormously to the volume of matter to  
be handled by the clerical forces.

The movement to rid the railroads  
of this burden is becoming more gen-  
eral and has recently been made the  
subject of a special inquiry by the  
National Industrial Traffic League of  
Pittsburg. A report dealing with use-  
less car tracing was submitted at the  
last meeting of this organization.

According to this report, and the  
statement of railway managers gener-  
ally, no other single feature of the  
clerical end of traffic operation occa-  
sions quite so much trouble and ex-  
pense, relatively, as does useless car  
tracing. And according to the same  
authorities, the expenditure of both  
effort and money incident to it is  
wasted in circumstances such as those  
which have obtained for a number of  
years past and continue to obtain in  
aggravated form. Originally, to trace  
a car that had been started on its  
journey was a courtesy which a rail-  
road extended gladly to a patron upon  
request, but with the passage of time,  
what in the beginning was an accom-  
modation merely came to be de-  
manded of the carriers as a right and grew  
until it has become an intolerable  
burden to the latter. In fact instances  
have occurred only very recently of  
requests for tracings of cars that had  
not yet been loaded. As a result,  
every traffic office everywhere is kept  
behind with its legitimate work and  
it is now proposed to abrogate the  
privilege in its entirety.

In the existing condition of traffic  
congestion particularly in the Pit-  
tsburg district, tracing has become a  
major of form at best and productive  
of no beneficial results to shippers.  
A lost car is traced to the Conway yards  
for instance, where it is finally located  
in the midst of thousands of others  
and that is all, since they cannot be  
moved and it cannot be until they are.  
This location may have been effected  
through the agency of a railroad offi-  
ce or some forwarding concern, but  
the result is the same in either case—  
the car is there and there it stays  
until a general movement of other  
cars, hundreds of them oftentimes,  
clears a way for it.

Requests for tracing are received  
by the thousands by the railroads  
every day and apart entirely from the  
clerical labor compliance with them  
entails, the outlay of money is large,  
since the dispatch of a telegraph mes-  
sage is requisite in virtually every in-  
stance, the toll for which sending  
the railroad pays. The abolition of the  
practice, therefore, in the judgment  
of the railroads will work no hard-  
ship to their patrons.

### TO PREVENT AN ORE SHORTAGE

Shipments Are to Be Rushed From the  
Lake Ports to the Furnaces in the  
Pittsburg District.

To prevent a threatened shortage  
of iron ore in the Pittsburgh iron and  
steel mills, members of the General  
Operating Committee of the Eastern  
railroads ordered a rush movement of  
raw iron ore from the different lake  
ports to this district Sunday. All  
cars sent to lake ports with coal on  
priority orders, which expired Satur-  
day, will be loaded there with iron ore  
and shipped immediately to Pittsburgh  
plants.

This is a war measure and was taken  
by the committee. In order that steel  
and iron manufacturing plants in the  
Pittsburg district may have plenty of  
material to use in the manufacture of  
munitions, and other articles neces-  
sary for the completion of important  
government contracts. More than 20-  
000,000 tons of raw iron ore are now at  
lower lake ports. This ore has been  
brought from the northwest by lake  
boats during the summer, and is piled  
at the lake terminals awaiting rail  
transportation to inland furnaces.

On account of the freight congestion  
and severe car shortage of the last  
two months, steel plants have been  
unable to secure as large a supply of raw  
ore from lake ports by rail as they con-  
templated.

While there is no present shortage  
supplies of raw ore at most of the  
larger Pittsburgh plants are much  
lower than usual, and it is the plan of  
the committee to have the huge piles  
at Ashtabula, Cleveland, Lorain, Con-  
neaut, Fairport, Toledo, and other  
lower lake ports transported to Pit-  
tsburg immediately.

### WEEKLY RECORD

Of the Production and Shipments of  
Coke From the Connellsville Region.

The weekly record of production and  
output of the Connellsville and Lower  
Connellsville regions for 1917 to date  
is shown in net tons in the following  
tabulation:

Week.	Pur.	Mer.	Total.	Ship.
Jan. 1-7	25,553	138,238	163,791	35,575
Jan. 8-14	25,553	138,238	163,791	35,575
Jan. 15-21	25,553	138,238	163,791	35,575
Jan. 22-28	25,553	138,238	163,791	35,575
Jan. 29-Feb. 5	25,553	138,238	163,791	35,575
Feb. 6-12	25,553	138,238	163,791	35,575
Feb. 13-19	25,553	138,238	163,791	35,575
Feb. 20-26	25,553	138,238	163,791	35,575
Feb. 27-Mar. 5	25,553	138,238	163,791	35,575
Mar. 6-12	25,553	138,238	163,791	35,575
Mar. 13-19	25,553	138,238	163,791	35,575
Mar. 20-26	25,553	138,238	163,791	35,575
Mar. 27-Apr. 3	25,553	138,238	163,791	35,575
Apr. 4-10	25,553	138,238	163,791	35,575
Apr. 11-17	25,553	138,238	163,791	35,575
Apr. 18-24	25,553	138,238	163,791	35,575
Apr. 25-May 1	25,553	138,238	163,791	35,575
May 2-8	25,553	138,238	163,791	35,575
May 9-15	25,553	138,238	163,791	35,575
May 16-22	25,553	138,238	163,791	35,575
May 23-29	25,553	138,238	163,791	35,575
May 30-Jun. 5	25,553	138,238	163,791	35,575
Jun. 6-12	25,553	138,238	163,791	35,575
Jun. 13-19	25,553	138,238	163,791	35,575
Jun. 20-26	25,553	138,238	163,791	35,575
Jun. 27-Jul 3	25,553	138,238	163,791	35,575
Jul 4-10	25,553	138,238	163,791	35,575
Jul 11-17	25,553	138,238	163,791	35,575
Jul 18-24	25,553	138,238	163,791	35,575
Jul 25-Aug 1	25,553	138,238	163,791	35,575
Aug 2-8	25,553	138,238	163,791	35,575
Aug 9-15	25,553	138,238	163,791	35,575
Aug 16-22	25,553	138,238	163,791	35,575
Aug 23-29	25,553	138,238	163,791	35,575
Aug 30-Sep 5	25,553	138,238	163,791	35,575
Sep 6-12	25,553	138,238	163,791	35,575
Sep 13-19	25,553	138,238	163,791	35,575
Sep 20-26	25,553	138,238	163,791	35,575
Sep 27-Oct 3	25,553	138,238	163,791	35,575
Oct 4-10	25,553	138,238	163,791	35,575
Oct 11-17	25,553	138,238	163,791	35,575
Oct 18-24	25,553	138,238	163,791	35,575
Oct 25-Nov 1	25,553	138,238	163,791	35,575
Nov 2-8	25,553	138,238	163,791	35,575
Nov 9-15	25,553	138,238	163,791	35,575
Nov 16-22	25,553	138,238	163,791	35,575
Nov 23-29	25,553	138,238	163,791	35,575
Nov 30-Dec 6	25,553	138,238	163,791	35,575

### LICENSING AGENT

Clerk Davis to Issue Permits for Use  
of Explosives in County.

Clerk of Court Richard Davis was  
last week notified of his appointment  
as licensing agent for Fayette county  
to administer the provisions of the  
federal explosives act. While Mr. Davis  
was appointed as licensing agent for  
the entire county, he will have no  
jurisdiction over the justices of peace  
and aldermen in various parts of the  
county who have received similar ap-  
pointments, the authority to issue li-  
censes having been distributed for the  
convenience of those who must se-  
cure licenses to use explosives in the  
mines.

### ADVISES SETTING ASIDE ANTI-TRUST AND POOLING LAWS

Commission Outlines Plan For  
Unification of Railroad  
Resources.

Some Advance Imperative, Commis-  
sion Declares, in War Emergency;  
Recommends That Railroads Re-  
ceive Loan From Government.

Special to The Weekly Courier.  
WASHINGTON, Dec. 5.—Congress  
was told in a report by the Interstate  
Commerce Commission today that to  
effect the unification of railroad re-  
sources for the war, anti-trust and  
pooling laws should be suspended.  
In addition, the commission declared  
railroads should receive a government  
loan and that issue of railroad se-  
curities should be vested in some  
special body.

The alternative for such voluntary  
unification of the railroads, the com-  
mission declared, would be government  
operation, with suitable guarantee  
for upkeep, with fair terms on which  
improvements during the period of  
government operation could be paid for  
by the road on return to their prop-  
erty.

The recommendations, signed by  
Chairman Hall, were accompanied by  
a supplementary report by Commis-  
sioner McHardy, who said he believed  
that if the President should take over  
the operation of the railroads, "vastly  
improved transportation conditions  
can be promptly secured."

### PRICES OF ANTHRACITE

Raised 35 Cents Per Ton By Order of  
President Wilson.

Anthracite coal prices at the mine  
have been increased 35 cents a ton to  
absorb an advance in miners' wages  
of 25 to 30 per cent by order of Presi-  
dent Wilson.

The increases to anthracite opera-  
tors and miners, both effective im-  
mediately, were recommended by Fuel  
Administrator Garfield after consid-  
eration of the point wage agreement  
reached here November 17. In a let-  
ter to President Wilson Garfield de-  
clared the wage advance was neces-  
sitated by labor and living conditions  
and as a spur to production, just as  
in the case of the bituminous mines,  
where wages were increased recently.

The new wage contract is effective  
for duration of the war, or until  
March 31, 1920, in case the war is not  
ended by that date.

### TO HANDLE COAL

Special Committee to Sit at Cumber-  
land to Control Movement.

The General Operating Committee of  
the Eastern railroads has appointed  
a sub-committee to establish offices  
in Cumberland to control the move-  
ment of coal over the railroads serv-  
ing Pennsylvania, Maryland and  
Virginia.

## Production and Output.

### SOME COKE PROBLEM SOLUTIONS BELIEVED TO BE NEAR AT HAND

Coke Trade Summary.

A feeling of hopefulness that  
the worst has been reached in the  
conditions governing the distribu-  
tion of coke still prevails, al-  
though there is little in the con-  
ditions of the records to sustain it.  
The increase in shipments during  
the week ending November 24 was  
noted in the last report in this  
column as prevailing the Connell-  
sville region, has not given way to  
hopelessness, much as the plain facts  
of the records would make it appear.  
That the increase in shipments dur-  
ing the week ending November 24 was  
more the result of a clearing up in  
the Monongahela railway than it was  
a mark of generally improved con-  
ditions, was plain even at that time  
and is made still plainer by the results  
of last week's production and ship-  
ment.

Rail shipments decreased 28,468  
tons to a total of 278,390. River ship-  
ments made a gain of 1,240 tons, re-  
ducing the net loss for the week to  
27,228 tons and leaving the aggregate  
movement, by rail and river,  
281,730 tons. The loss for the week  
was practically the same as the gain  
recorded the week previous, hence the  
region is again at one of the lowest  
points in the tide of the trade which  
this year has thus far recorded.

While there is comparatively little  
in the present situation upon which  
to base a prophecy or even a real-  
istic hope, that conditions have  
not reached their worst, there is,  
nevertheless, a strong undercurrent  
of belief that some of the problems  
affecting coke distribution are on the  
verge of a solution. While it is yet  
too early to look for results from the  
operation of the Eastern railroad pool,  
there are already signs that the Gen-  
eral Operating Committee is obtain-  
ing a grasp on the situation and has  
inaugurated some policies that will  
actually relieve the congestion and  
retarded movement of freight in the  
Pittsburg district.

No official announcement has been  
made in respect to the request of  
Fuel Administrator Garfield for the  
assistance of a general order giving  
preference to the movement of coal  
and coke. Meanwhile the General Op-  
erating Committee through A. W.  
Thompson, its chairman, has advised  
all interested lines that preference  
must be given to coal and coke and  
empty open cars returning to mines  
to the fullest possible extent consist-  
ent with the relief of terminals and  
junction points.

This is not as drastic as the pri-  
ority order the Fuel Administration  
desires to be issued, and it is prob-  
ably due to the suggestion of Cham-  
berlain Thompson that such an order  
be withheld until the railroads them-  
selves have taken steps to relieve con-  
gestion, that the "day-off" day is  
deferring promulgation of the order.

The fact remains that a certain pre-  
ference is now being given coke ship-  
ments by the railroads and supplies  
are reaching destination with more  
promptness.

The suggestion, originally made at  
the recent "get-together" meeting of  
the coal and coke and railroad men  
in Uniontown, that a "day-off" day  
be established, is finding more favor  
among the producers. It had the sup-  
port of the railroads, from the in-  
ception of the idea, but the furnace  
men demur to the plan. They fear  
that it will not have the desired effect,  
tending, they believe, to slow down  
instead of speed-up coke movement.

In taking this view, the fact is evi-  
dently overlooked that the railroads  
would keep running seven days a  
week as usual and with the added  
advantage of having what might be  
called two Sundays upon which to  
"clean up" their lines.

Aside from the restrictions im-  
posed by reduced car supply opera-  
ting conditions on the whole are sat-  
isfactory. While a few plants report  
a shortage of labor the majority find  
it possible to handle an output very much in ex-  
cess of that measured by the present  
car supply. There is slight promise  
that this week will be better than  
last in the matter of car supply. Mon-  
day and Tuesday ranged about 60  
per cent; yesterday hit 30, but 70  
per cent is reported to be available  
for tomorrow's loading.

For the week ending Saturday, De-  
cember 1, shipments by rail aggregat-  
ed 278,390 tons, carrying 278,390 tons,  
consisted as follows:

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## RAILROAD MEN ASK INCREASE OF 40 PER CENT

Conductors and Trainmen on  
Practically All Roads Pre-  
sent Wage Demands.

### WANT AN EARLY ANSWER

December 31 Fixed as Last Date For  
Reply By Managers to Demands;  
Roads Requested to Enter into Col-  
lective Plan For Negotiations.

Demands for increase in wages ap-  
proximating 40 per cent higher than  
the present scale were presented to  
practically every railroad in the coun-  
try on Saturday by trainmen and con-  
ductors, through their respective  
brotherhoods.

The general chairman of the two  
labor organizations presented the wage  
schedule to the managers throughout  
the country. The railroads are asked  
to make answer to the demands by  
December 31 at the latest.

The railroad managers are request-  
ed to enter into a collective move-  
ment for the purpose of handling the  
proposition alone and at the same  
time through a joint committee repre-  
senting all railroads concerned. The  
two labor organizations stand ready  
to do likewise.

It is expected that the railroad  
managers and the representatives of  
the employees will meet in joint ses-  
sion in about two weeks, probably in  
the East, in an effort to reach an  
agreement on the wage question.

The demand for increased wages  
is the result of a referendum vote  
taken by the two labor organizations  
following the approval of the propo-  
sition by the executive committees of  
the several associations representing  
the two organizations, which met in  
Chicago November 1 to 4, inclusive.

### EXTENDS LAKE SEASON

Food Administration Finds Way To  
Relieve Railroads.

The United States Food Adminis-  
tration as a measure of relief for the  
railroads which carry wheat and flour  
out of Duluth has succeeded in ar-  
ranging for an extension of Lake ser-  
vice beyond the usual winter closing  
time. It has also obtained from the  
Shipping Board the use of a new ship  
just off the ways at Duluth to carry  
a cargo to New York. This boat is  
designed for salt-water service, and  
utilizing it in this manner, on its way  
to the Atlantic relieves the transpor-  
tation companies to that extent, since  
the bulk of the Lake service will  
close soon.

The Great Lakes Transit Corpora-  
tion and the Northwestern Steam-  
ship Co. are the shipping companies  
which, at the request of the Food Ad-  
ministration, have agreed to extend  
their service, which ordinarily is en-  
ded for the winter on November 30.  
The former company will extend its  
service until December 12, and the  
latter for as long as weather condi-  
tions will permit. The arrange-  
ments will permit the transportation  
of approximately 80,000 tons of flour  
and wheat from Duluth to Buffalo and  
Erie, relieving the railroads to that  
extent.

### NEW COAL MINES

To Be Under Rigid Control by the  
Fuel Administration.

The Fuel Administration has direct-  
ed that all newly opened coal mines be  
placed under government control.  
Regulations governing their opera-  
tion and fixed prices at which their  
output may be sold have been decided  
on. Development of any further new  
coal properties during the war is to be  
discouraged, on the theory that the  
mines now in operation, if worked  
efficiently, can produce enough.

Operations resumed at newly opened  
mines are those opened before Sepem-  
ber 1 and ready to produce coal by  
January 1, 1918. After the mines are  
producing at the rate of 250 tons a  
day they will be permitted to charge  
a profit of 15 cents a ton above the  
actual cost of production; until then  
they may charge only the present  
government-fixed price.

The mines will be required to submit  
to the fuel administration monthly  
cost statements, and the only elements  
that will be permitted to enter into  
contracts will be the actual cost of min-  
ing, to which may be added not to ex-  
ceed one-half of the cost of mine  
management and maintenance.

### CAR SHORTAGE HURTS

Cuts Production of Coal in the Clark-  
burg-Fairmont Region.

Coal production in the Clarkburg-  
Fairmont (West Virginia) region was  
cut more than 20,000 tons on Saturday  
because of the shortage of cars, ac-  
cording to a statement from headquar-  
ters of the Central West Virginia Coal  
Operators' association in Fairmont.

The statement was based on reports  
from 92 mines in the region which  
were canvassed by telephone.

Taking cognizance of the car situa-  
tion, J. Walter Barnes, state fuel ad-  
ministrator, issued a statement in  
which he declared that the lack of  
cars was responsible for the coal  
shortage in some sections of the coun-  
try. He declared that cars loaded with  
slack and clinders had been standing  
on West Virginia sidings for several  
days.

### Mine Lamp Bulletin.

The Bureau of Mines has just is-  
sued Bulletin No. 131, describing in de-  
tail the features and qualities of a  
number of electric mine lamps. The  
authors are H. H. Clark and C. L. H-  
lay. Copies may be had by address-  
ing the director of the Bureau of  
Mines.

## SAILING DATES

Pennsylvania Announces Outbound  
Shipping Days.

R. E. Wilhelm, agent for the Penn-  
sylvania railroad here Monday announ-  
ced the following shipping dates for  
outbound less-than-carload freight,  
effective at once:

Cars will load daily, closing at 4 P.  
M. for these points: Greensburg and  
Trafford, inclusive; all stations to  
Greensburg inclusive; Alexandria,  
Manor, Youngbush, Yukon and  
Hempfield branches, including Crab  
Tree, Madison, Hermitage, Trauger,  
Mammoth, Hecla, Yukon and Kratz-  
town.

Cars will load daily, closing at  
12:30 P. M. for Connellsville (West  
Side) Dunbar, Gist and Redstone  
junction.

Cars will load Thursday only, clos-  
ing at 12:30 P. M. for Uniontown and  
points beyond on the Monongahela  
River railroad and Monongahela di-  
vision, Fairchance, Waltersburg,  
Smock, Charleroi, Monongahela city,  
Ellsworth, Dora, Leckrone, East  
Millsboro, Grays Landing, Fairmont  
and Morgantown, W. Va.

Cars will load Tuesday and Friday  
only, for Pitsburg and points West,  
Donohoe and points east, including  
Pittsburg, Buffalo, Chicago, Cleveland  
etc.; Latrobe, Indiana, Johnstown, Al-  
toona, Philadelphia, Washington, Bal-  
timore and points in the south.

From the West Side station, cars  
will load Tuesday and Friday only  
for Uniontown and Monongahela di-  
vision points and on Monday and  
Thursday only for Pitsburg and points  
west.

Otherwise the schedule is the  
same, with a daily service to Trotter,  
Lansing and Monarch, closing at  
12:30 P. M.

## COAL REQUIREMENTS OF NORTHWEST WERE MUCH OVERESTIMATED

Lake Season Closes 2,000,000 Tons  
Short But Section Has Enough  
Nevertheless.

When the navigation season on the  
Great Lakes closed on December 1,  
shipments of coal from the lower ports  
to the northwest were close to 2,000-  
000 tons below the 20,000,000 tons esti-  
mated as necessary, but this does not  
mean that the northwest is really so  
many tons short of its actual require-  
ments. It means that the original es-  
timate was generous and the section  
has benefited by it.

When the Fuel Administration was  
told 20,000,000 tons were needed and  
shown by figures that shipments were  
below the quantity needed to fill out  
that estimate, it was impressed to the  
extent of issuing the northwest prior-  
ity order, revoked effective Saturday.  
It is no secret that the northwest now  
has more than enough coal, while the  
middle west and east, manufacturers  
in which are producing the bulk of  
war requirements, are suffering short-  
age to the extent that many plants are  
shut down, with resultant curtail-  
ment of the production of munitions.

As the navigation season closes the  
weather is mild at the lower ports,  
and indications are that several weeks  
of navigation are possible. Insurance  
rates expired Saturday.

Last week, the railroads report, a  
total of 662,664 tons of coal deliv-  
ered to boats at Lake Erie ports and  
105,027 tons of ore moved from these  
ports toward interior furnaces. The  
tonnage of coal loaded was a decrease,  
as compared with the previous week,  
of 145,424 tons, or 13.6 per cent and  
the season's figures show an increase  
of 1,433,118 tons in coal delivered to  
boats, or 6.7 per cent over 15 years'  
figures for the same date. On a total  
original estimate of 20,000,000 tons of  
coal to be delivered to boats at the  
lake ports this season, there had been  
loaded up to the date mentioned 25-  
323,554 tons, having 2,676,446 for load-  
ing in the remainder of the season.

The tonnage of ore moved from lake  
ports also showed a decrease of 101-  
786 tons, or 12.6 per cent as compar-  
ed with last week.

## LARGE INCREASE

In Number of Men Engaged in Some  
Industries; Decrease in Others.

While the war is increasing enor-  
mously the numbers of employees in  
some industries, in others decided de-  
creases are beginning to be shown.  
Figures made public on an investiga-  
tion of 13 industries by the United  
States Department of Labor disclose  
more employees in seven and fewer in  
six.

Car building and repairing lost 14.8  
per cent; boots and shoes 8 per cent  
and cotton manufacturing, cotton fin-  
ishing, silk making and cigar manu-  
facturing, showed smaller decreases.  
The largest increase was 10.6 per  
cent in the manufacture of men's  
ready-made clothing, due to the uni-  
forming of the new armies.

Increases also were found in the  
making of hosiery and underwear,  
woolen goods, iron and steel, auto-  
mobiles, leather and paper.

Each of the industries paid out more  
in wages in September of this year  
than in September, 1916, the greatest  
increase being 28.8 per cent in iron  
and steel mills.

### COMMITTEEMAN ROBINSON

Of Thompson Creditors' Body Honored  
By Railroad Securities Owners.

A. C. Robinson, president of the  
Safe Deposit & Trust company, of  
Pittsburg and member of the L. V.  
Thompson Creditors' Committee and  
A. A. Jackson, vice president of the  
Girard Trust company, Philadelphia,  
have been named members of the ad-  
visory committee of the National As-  
sociation of Owners of Railroad Se-  
curities.

This is an organization of national  
importance recently launched to pro-  
tect the credit of the American rail-  
roads by stabilizing the securities of  
these companies.

## THE CONNELLSVILLE DISTRICT

With Their Owners, Address and Ovens in Blast Corrected to  
Saturday, December 1, 1917.

Ovens	In Works	Name of Operators	Address
MERCHANT OVENS.			
122	153	Beatty	Mt. Pleasant Coke Co. Greensburg
124	60	Dover	Mt. Pleasant Coke Co. Greensburg
30	30	Brush Run	Brush Run Coke Company Mt. Pleasant
32		Carolya	Peelers-Cville Coke Co. Greensburg
150	160	Clare	Clare Coke Co. Greensburg
40		Dexter	Connellsville Coke Co. Connellsville
40		Ellis No. 1	Whitel Coke Co. Uniontown
40		Ellis No. 2	Whitel Coke Co. Uniontown
100		Elizabeth	Unity-Cville Coke Co. Greensburg
200		Elm Grove	W. J. Rainey New York
125	110	Fort Hill	W. J. Rainey New York
10		Franklin	Summit-Cville Coke Co. Connellsville
101		Gilmore	Gilmore Coke Co. Uniontown
125	60	Grace	W. J. Rainey New York
8	8	Helen	Samuel L. Lohr Youngwood
145	145	Humphrey	Bessemer Coke Co. Uniontown
10		Johnston	Johnson Fuel Co. Uniontown
40	40	Magoo	Magoo Coke Co. Uniontown
54		Mahoning	Mahoning Coal & Coke New York
370	370	W. J. Rainey	W. J. Rainey New York
210	310	Mt. Pleasant	Mt. Pleasant Coke Co. Greensburg
32	32	Myers	Brownfield-Cville Coke Co. Uniontown
10	10	Nellis	Brown & Cochran Uniontown
50	40	Palmer	Newcomer Coke Co. Uniontown
180	180	Paul	W. J. Rainey New York
550	518	Revere	W. J. Rainey New York
40	40	South Fayette	S. & C. Co. Uniontown
40	40	Thomas	Whitel Coke Co. Uniontown
40		Veteran	Mt. Pleasant Coke Co. Greensburg
67	43	West Penn	West Penn Coke Co. Pittsburg
FURNACE OVENS.			
240	196	Adelaide	H. C. Frick Coke Co. Pittsburg
360		Alverton	H. C. Frick Coke Co. Pittsburg
397	362	Barguay	H. C. Frick Coke Co. Pittsburg
399	380	Bitter	H. C. Frick Coke Co. Pittsburg
440	440	Brinkerton	H. C. Frick Coke Co. Pittsburg
360	117	Buckeye	H. C. Frick Coke Co. Pittsburg
280	225	Calumet	H. C. Frick Coke Co. Pittsburg
301	301	Central	H. C. Frick Coke Co. Pittsburg
76		Coalbrook	H. C. Frick Coke Co. Pittsburg
400	400	Collier	H. C. Frick Coke Co. Pittsburg
400	400	Continental 1	H. C. Frick Coke Co. Pittsburg
325	325	Continental 2	H. C. Frick Coke Co. Pittsburg
300	300	Continental 3	H. C. Frick Coke Co. Pittsburg
120	120	Crossland	H. C. Frick Coke Co. Pittsburg
243	224	Davidson	H. C. Frick Coke Co. Pittsburg
240	240	Deery	H. C. Frick Coke Co. Pittsburg
272	272	Hecla No. 1	H. C. Frick Coke Co. Pittsburg
372	372	Hecla No. 2	H. C. Frick Coke Co. Pittsburg
300	300	Hecla No. 3	H. C. Frick Coke Co. Pittsburg
365	250	Hostetter	Hostetter-Cville Coke Co. Pittsburg
250	249	Junata	H. C. Frick Coke Co. Pittsburg
396	396	Kyle	H. C. Frick Coke Co. Pittsburg
499	499	Leisenring 1	H. C. Frick Coke Co. Pittsburg
502	481	Leisenring 2	H. C. Frick Coke Co. Pittsburg
362	362	Leisenring 3	H. C. Frick Coke Co. Pittsburg
304	304	Leith	H. C. Frick Coke Co. Pittsburg
227	214	Lemont No. 1	H. C. Frick Coke Co. Pittsburg
350	350	Lemont No. 2	H. C. Frick Coke Co. Pittsburg
509	509	Mammoth	H. C. Frick Coke Co. Pittsburg
400	399	Marguerite	H. C. Frick Coke Co. Pittsburg
135	135	Mutual	H. C. Frick Coke Co. Pittsburg
255	255	Oliphant	H. C. Frick Coke Co. Pittsburg
314	314	Oliver No. 1	Oliver & Snyder Steel Co. Pittsburg
480	417	Oliver No. 2	Oliver & Snyder Steel Co. Pittsburg
300	300	Oliver No. 3	Oliver & Snyder Steel Co. Pittsburg
400	400	Phillips	H. C. Frick Coke Co. Pittsburg
443	400	Redstone	H. C. Frick Coke Co. Pittsburg
120		Shaw	H. C. Frick Coke Co. Pittsburg
448	448	Shaw	H. C. Frick Coke Co. Pittsburg
425	425	Southwest 1	H. C. Frick Coke Co. Pittsburg
150	121	Southwest 2	H. C. Frick Coke Co. Pittsburg
284	284	Southwest 3	H. C. Frick Coke Co. Pittsburg
501	511	Standard	H. C. Frick Coke Co. Pittsburg
110	110	Seant-Solvay	Dunbar Furnace Co. Dunbar
80	80	Stewart	H. C. Frick Coke Co. Uniontown
464	464	Trotter	H. C. Frick Coke Co. Uniontown
350	320	United	H. C. Frick Coke Co. Pittsburg
200	112	Valley	H. C. Frick Coke Co. Pittsburg
76		Vanderbilt	H. C. Frick Coke Co. Pittsburg
312	312	Whitney	Hostetter-Cville Coke Co. Pittsburg
300	300	Wynn	H. C. Frick Coke Co. Pittsburg
500	450	Yorkrun	H. C. Frick Coke Co. Pittsburg
245	245	Youngstown	H. C. Frick Coke Co. Pittsburg

ESTABLISHED 1850 INCORPORATED 1894

## JOSEPH SOISSON FIRE BRICK COMPANY

MANUFACTURERS OF

### Silica and Fire Clay BRICK

Special Shapes for Rectangular and Bee Hive Ovens,  
Furnace and Glass House Material.  
Equipped to Take the Largest Contracts for Paving  
Brick.  
High Grade Building and Enamel Brick.  
Ship on all railroads.

DAILY CAPACITY 300,000

DAVIDSON MOYER VOLCOV LAYTON KINGSTON	TEN PLANTS:	EMERALD WILLIAM GLOBE PHOENIX COLUMBIA
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CONNELLSVILLE, PA.

## EASTERN LINES HOLD TRANSPORTATION KEY OF ENTIRE COUNTRY

Pool of Facilities There is Best  
Adapted to Relieve Whole  
Situation.

The situation on the eastern lines is  
the key of the entire transportation  
situation of the country, the "Railway  
Age Gazette" points out. The same  
author says that "the pool of facili-  
ties which has been created in the  
east (Pittsburg) is, therefore, best ad-  
apted not merely to relieve the situa-  
tion in that section, but also to im-  
prove it throughout the country. One  
important part of the plan is the trans-  
fer of as many men, locomotives and  
machine tools as practicable from the  
western and southern lines to the east-  
ern lines and the use of the repair  
shops of the western and southern  
lines to some extent in maintaining the  
equipment of the eastern lines."

"The creation of the pool of the  
eastern lines is the most important  
step which has been taken by the  
Railroads War Board in carrying the  
resolution adopted by the railway pres-  
idents in Washington on April 11 to  
operate all the railways of the coun-  
try as a single contingent system. The  
pool of the eastern lines which has  
been created is primarily a pool of  
physical facilities. The duties of the  
government in the premises is not  
doubtful. The officials were cognizant  
before the railways took this impor-  
tant step that they were going to take  
it and the reasons for it. Therefore at  
the earliest practicable time the gov-  
ernment should adopt all measures  
necessary to enable the roads to do  
with unquestioned legality all the  
things they are now doing or that they  
ought to do in future to promote the  
public welfare, and at the same time  
to prevent any of them from suffer-

ing serious losses as a result of a  
patriotic course they are following.

## URGE BURNING WOOD

Fuel Administration Says Coal Won  
Be Saved.

WASHINGTON, Dec. 3.—To be  
met the shortage of 50,000,000 to  
in the country's coal supply, the Fu-  
el Administration in co-operation with  
the Department of Agriculture has  
inaugurated an intensive campaign  
for the substitution of wood for coal.  
"One cord of hardwood is equal to  
a ton of coal," said an announcement  
by the Fuel Administration. "One ton  
of coal is released for use in war work  
for every cord of wood substituted.  
Statistics show that there is a vast  
amount of dead wood in many sections  
of the country and that the supply of  
wood in many communities is suffi-  
cient for domestic purposes in those  
parts."

Much of the wood in communities  
is destroyed as waste. It was pointed  
out, and its conservation would prove  
a measure of economy to the nation.

New England and the south, the  
statement said, have an abundance of  
wood and in the latter section activi-  
ties are already under way looking to  
an intensive campaign for the substi-  
tution of wood. In this connection it  
was announced that the department of  
agriculture would provide the serv-  
ices of expert foresters without  
charge to supervise the cutting of  
wood so that no damage would be  
done to growing timber and that the  
largest use might be obtained of the  
wood supply.

Farmers and Miners Exposed.  
Judge Moser of Northumberland  
county has accused all anthracite  
miners and farmers from court duty,  
declaring that they could better serve  
their country in their regular capacity  
than at court work.

Boys, Porter & Co.

## YOUGH PUMPS

Steam, Air and Electric Driven

Boys, Porter & Co.

Connellsville, Pa., U. S. A.

## Producers Coke Company

Exclusive Selling Agents for 3,500,000 Tons Annually

## STANDARD CONNELLSVILLE FURNACE COKE.

THE BEST BRANDS IN THE REGION.

Low Phosphorus Coke, Smelter, Foundry and Heating Coke  
and By-Product Coking Coal.

Offices—First National Bank Building,

Uniontown, Pa.

## WASHINGTON COAL & COKE CO.

General Office, DAWSON, FAYETTE COUNTY, PA.

6,000 Tons Daily Capacity. Individual Cars

### YOUGHIOGHENY COAL

Steam Gas Coking

### CONNELLSVILLE COKE

Furnace and Foundry  
Low Sulphur Hard Structure

Shipments via B. & O. R. R. and P. & L. E. R. R. and Connections  
N. P. Hyndman, Sales Agent, 511 Wood St., Pittsburg, Pa.

C. M. WOLFF, General Sales Agent

## Hostetter-Connellsville Coke Co.

HIGHEST GRADE

## Connellsville Coke

Furnace and Foundry Orders Solicited.

Branch Office, Union Arcade Building, Pittsburg, Penna.

BELL TELEPHONE  
690 GRANT.

## Do You Need Job Printing?

We do all kinds of Job Printing at our office from the visit-  
ing card to the finest commercial work. Try our printing.

THE COURIER COMPANY, 127 1-2 W. Crawford, Connellsville, Pa.

The equipment has already been ordered and as soon as the arrangements have been made, Mr. Vanderbil will be in a position to start operations. Mr. Vanderbil is the proprietor of the Vanderbilt hotel but retains no license although it was reported he intended selling the property.

Such large increases in the ratio of expenses to earnings in a month of record breaking total earnings are almost without precedent. When the detailed statistics regarding the operating efficiency of the roads in August are available they will unquestionably show that in that month the railroads handled more traffic per mile of line per employee per locomotive per car than in any previous month in their history. Maximum earnings, maximum operating efficiency and declining net operating income surely

11819 10 7 2		FURNACE OVENS	
1 3 0	1 Che on	Peapublic Iron & Steel Co	1 t tburg
100	100 Brick Sport	H C Frick Coke Co	1 t tburg
100	100 Brk Hill	Brk Hill Coke Co	1 t tburg Hill
4 2 5	4 2 5 Buthurst	H C Frick Coke Co	1 t tburg
500	1 1/2 Col nial No 1	H C Frick Coke Co	1 t tburg
1 5 6	1 5 6 Col onal No 2	H C Frick Coke Co	1 t tburg
200	200 Col onal No 3	H C Frick Coke Co	1 t tburg
2 0 0	2 0 0 Dearth	H C Frick Coke Co	1 t tburg
500	40 Edenborn	H C Frick Coke Co	1 t tburg
00	00 Pirbank	Struthers Coal & Coke Co	1 t tburg
400	400 Roadkill	H C Frick Coke Co	1 t tburg
2 0 0	2 0 0 Geneva	McKeesport Coal Co	Pittsburg
7 0 0	1 7 0 Isabel	Isabel Coke Co	Leontina O
4 7 0	4 7 0 Lambert	H C Frick Coke Co	Lebe
5 1 6	5 1 6 Leek on	H C Frick Coke Co	Pittsburg
2 1 0	2 1 0 Martin	Republic Iron & Steel Co	1 t tburg
70	70 Newcumer	H C Frick Coke Co	1 t tburg
400	400 Republic	Republic Iron & Steel Co	1 t tburg
3 50	3 50 Ronce	H C Frick Coke Co	1 t tburg
5 8 7 5	5 8 7 5		

Carnegie Steel company at Duquesne  
He is succeeded by A. L. Rollings

\_\_\_\_\_

Cole is Discharged.

## PITTSBURG MAN FIRES FIVE SHOTS AT WIFE WHO REFUSES TO RETURN AND LIVE WITH HIM

Three Bullets Find Target in Mrs. Frank Hujack's Body and She May Die.

### DUAL TRAGEDY PREVENTED

After Emptying Contents of Revolver, Hujack Is Captured Before He Has Time to Reload and Turn It on Himself; Shooting on Water Street.

Because, he says, she refused to return to him and their nine-month-old baby, Frank Hujack of Pittsburgh, shot down his wife, Mrs. Elizabeth Roache Hujack of Connelville, on Peach street, at the side of the Baltimore house, shortly before 8 o'clock Sunday night. Three of five shots fired by Hujack found a target in his wife's body and she is now in the Cottage State hospital in a critical condition, while her husband is held in the county jail.

Hujack lives in Pittsburgh, at 1106 Carson street, South Side, with his parents, Mr. and Mrs. Lawrence Hujack. He works in Pittsburgh, as a packer and freighter for the Penn. Sash and Door company. His wife had been in Connelville since October 31, when she left him. Saturday night he came down to see her, and begged her to return to her home. He met her again at 5:30 Sunday afternoon at Peach and Water streets, by the Baltimore house. He "came here" to come home, according to his own statement, but she would give him no satisfaction. Then he drew a revolver and fired all five shots at her. She turned the gun on Patrolman Thomas McDonald, who had heard the shots and rushed to the scene, and snatched it, but all the bullets had been discharged. Then he turned the gun on himself and snapped again, without effect. Dashing up Peach street toward an alley, so that he might reload again and shoot himself, according to what he told the police, he was captured by John McGloin, a United States Marine home on furlough, Officer McDonald, and Baltimore & Ohio Railroad Policeman R. J. Sechrist.

McDonald did not draw on Hujack, when the latter pointed the gun at him. The policeman had heard five shots fired and felt sure the gun was empty. "Don't shoot," he cried, and made a dash for him. Before he got to him, however, McGloin had grappled with Hujack, gotten a firm grip on his neck, thrown him to the ground, and taken the revolver away from him. He handed the gun and the prisoner to McDonald and Sechrist, who had been on the Baltimore & Ohio station platform just across the street from the scene of the shooting.

Hujack did not seem to be worried at all, over what he had done. It is said, however, that he was worried, and that he did not brighten up until word had come from the hospital that his wife had a chance to recover. "She left a baby nine months old. The right kind of a woman wouldn't do that," he told a Courier reporter last night. "She ran around with other men. That's all I have to say."

Later, he was induced to tell the story of his wrongs in detail. "She left me on October 31. I wanted her to come back and take care of the child. It's her child. It's too hard on my mother to take care of it. She came to Connelville. I wanted to take a job in Connelville, since she liked it here, but she wouldn't hear to that. She didn't want me to watch her."

"They have been married four and a half years," he said, and he and his wife have had trouble before.

"No, I didn't lose my head when I shot her," he said, in reply to a question. "If she had given me any satisfaction, I wouldn't have shot her. Last Tuesday she came to Pittsburgh and I gave her some money. I asked her to remain with me but she wouldn't do it. I came up last night, and I wouldn't have if she had given me any satisfaction, when I coaxed her to come home. But she left a nine months old baby."

On his arrival here, Hujack went to the home of Earl Keslar on McCormick avenue to look for Mrs. Hujack, who is a sister of Mrs. Keslar. As he came in the front door, his wife slipped out the back. He saw her later Saturday night, however, at about 11 o'clock, and pleaded with her to come back with him, without result. He intended to go back to Pittsburgh on the train leaving here at 3 in the morning, but overslept, he says, and then decided to remain here throughout Sunday.

Following the meeting in the afternoon came the tragedy. Patrolman McDonald, hearing three shots fired in rapid succession, ran to the corner of Peach and Water. He saw the woman lying, half on the pavement, and half over the curb, and the man standing over her. He fired two more shots into her.

"He stood up there and shot that woman just as one would shoot a dog," Tom says.

Mrs. Hujack was removed at once to the Cottage State hospital and given treatment.

Mrs. Hujack, who is but 19 years of age, according to the report issued at the hospital Monday, is getting along nicely and stands some chance for recovery. She has three bullet wounds. One bullet passed through her left hip, causing a flesh wound. Another entered the right chest, and the third the head, back of the left ear.

Mrs. Hujack was placed in a room with her sister, Miss Marie Roache, 18 years old, who is convalescent after undergoing an operation for appendicitis. Miss Roache left the

hospital today.

Hujack is about 25 years old. He is a big man, heavily built, and rather good looking. He has black hair and eyes and is smooth-faced. His face was unruined last night by fear or remorse. He talked about his deed impersonally, as if it had been done by another party.

Hujack was committed to jail by Alderman Fred Munk on no specific charge and will await developments there. Should his wife die, he will be prosecuted for murder.

The shooting caused a lot of excitement. When Hujack began to fire, people on the streets and at the station began to scamper this way and that, seeking safety. Captain E. F. Ludwig of the Baltimore & Ohio police and Officer Sechrist of the same force started for Hujack, but everybody else was running in the opposite direction. A crowd soon collected when the officers had clapped the handcuffs on Hujack.

That the deed was premeditated by Hujack is indicated not only by the fact that he was carrying a loaded gun, but by a letter which was found on him, which is said to show that the man intended to kill his wife and himself.

## NEW THRIFT STAMPS GO ON SALE AT THE POSTOFFICE MONDAY

Connellsville to Be Supply Station For County Revenue Stamps Here.

The new thrift stamps and war savings certificates were placed on sale at the local postoffice on Monday. The supplies are here, and a large sale is expected. The local office will be the distributing point for supplies for the 67 fourth class and 11 third class money order offices of the county, only money order offices handling the stamps and certificates.

The war savings plan was explained in The Courier several weeks ago in detail. A person can buy a stamp for 25 cents and paste it on the thrift card which is given him. Later he buys more stamps, until he has filled his card, which holds \$1 worth of stamps. The card, kept until 1923 and then presented, will be redeemed by the government for \$5. It can be presented before that, however, and upon payment of additional sums, regulated by the date of presentation, redeemed for \$5.

The war savings certificates are larger in amount and in size than the thrift stamps. A certificate will hold 20 stamps, each having the value of \$5 when redeemed in 1923. A certificate with all the places for stamps filled is thus worth \$100. The stamps can be bought this month and next for \$4.12 and each month after that will cost one cent more. The 100 bonds or certificates are all numbered and can be registered, and can be cashed on 10 days notice at the proper values. The thrift cards can be registered.

The amounts to be paid for stamps at the various times, on purchase or on redeeming the cards, is regulated so that the government is paying the buyer four per cent interest on every stamp bought, during the period in which he holds the stamp.

A consignment of revenue stamps was also received at the local postoffice this morning. The revenue stamps come in the following denominations: One, two, five, 10, and 50 cents; \$1, and \$2.

Among other things, these stamps must be placed on:

- Each \$100 bond of indebtedness; five cents.
- Each \$100 issue of capital stock; five cents.
- Each \$100 merchandise value in sale of produce on exchange; two cents.
- Entry for withdrawal from bonded warehouses; 50 cents.
- Custom house entries; 25 cents to \$1.
- Voting proxies; 10 cents.

The following stamp taxes must also be paid: One cent for each 25 cents transportation cost of parcel post packages and an additional five cents on the cost of each of play cards containing not more than 50 cards; two cents for each sum below \$100 and two cents additional for every other \$100 value on drafts, checks (except sight or demand), promissory notes (except bank notes for circulation) and renewals.

**MAKES SERVICE FLAG**

Mrs. E. G. Hall's Hangs in Presbyterian Church.

A handsome service flag, containing 21 stars, one for each Presbyterian boy who has enlisted in the Army and Navy, was seen for the first time in the church Sunday. It was made by Mrs. E. G. Hall and hangs to the right of the pulpit in the main auditorium of the church.

The flag is more than a fine example of needlework for one of the blue stars so neatly placed in the white field is for Mrs. Hall's son, Eugene, a member of the 321st Field Signal Battalion at Camp Upton.

The names of the 21 in their official capacity have superseded the official church directory on the back of the Presbyterian bulletin together with a "prayer in song" for them, to be sung to the tune of "America." This was sung for the first time at last evening's service.

**Corporal Daniels Home.**

Corporal Fred Daniels of Company D, 110th Regiment, is home from Camp Hancock, Augusta, Georgia, on furlough.

## C. ROY HETZEL IS NEW PRESIDENT OF SCHOOL BOARD

Chosen Unanimously to Succeed J. R. Davidson, Who Retires as Director.

### COMMITTEES ARE NAMED

A. W. Hart in Charge of Finance, W. K. Long, Haines of Property, and R. K. Long of Supplies; H. George May Re-Elected Solicitor; Two Meetings.

C. Roy Hetzel was Monday night elected president of the school board, which organized in the office in the new high school building. W. W. Haines was elected vice president. There was no opposition either to Mr. Hetzel or Mr. Haines. Both are veteran members of the board, and know the business of the body should be conducted. There was no sign of a split of the directors into two factions, which many had expected.

The old board met at 7 o'clock and finished up all its old business. President J. R. Davidson, and Directors J. W. Ralston and W. W. Smith then retired, their places being taken by Alex. J. Francis, Joseph B. Eckhard, and Alex. W. Hart. C. Roy Hetzel was chosen temporary chairman, and the three new directors were sworn in by Mr. Hetzel.

Mr. Haines nominated Mr. Hetzel for president, and Omer Woods made the second. Mr. Hart moved that the nominations be closed, this motion being seconded by R. K. Long. Mr. Haines was then instructed to cast a vote for the board. He voted for Mr. Hetzel. The new president was called on for a statement.

"Gentlemen, I thank you," he said. "Is that all you are going to say?" the other directors asked.

"Well," Mr. Hetzel said, "I will say that I will give my very best and I only expect the same of you that we may make this a prosperous school district."

Mr. Long then nominated Mr. Haines for vice president, and on motion of Mr. Hart, he was elected by acclamation.

President Hetzel immediately appointed these committees:

- Finance—Hart, Haines, Francis, Property—Haines, Eckhard, Long, Supply—Long, Francis, Woods, Grievance—Woods, Eckhard, Hetzel.

The library committee is made up of President Hetzel, Treasurer Long, and Mr. Hart, who was elected the third member, the other two being appointed.

The rules of order as suggested in the school code were adopted. No regular meeting night was set. Mr. Long explained that until the building program was entirely completed it would be necessary for the board to meet rather frequently, and he suggested that adjournment be taken with the members to meet at the call of the president. This was carried.

The old board transacted little business and was in session only about 40 minutes. President Davidson called the meeting to order at 7:05 with all members present except Mr. Woods and Mr. Long, who came in late. The treasurer's report showed a balance on December 1 in the general fund of \$23,814.72; in sinking fund No. 1, \$5,568.50; in sinking fund No. 2, \$19,346.50.

J. A. Critchfield, J. Lawrence & Critchfield, contractors for the new high school building, appeared before the board to explain that there would be an extra charge for the concrete work about the building. The board contracted with him to put in a six-foot sidewalk on Fairview avenue, but later instructed him to make the walk the same width as adjoining pavements. This made it necessary to lay two and a half feet more. A curb not contracted for was also put down on Trooper street. These extras will be charged for at the rate of 25 cents a square foot.

It was reported to the board that the Methodist Episcopal church had dropped the matter of buying the district's portable school building to use for overflow Sunday school purposes, having found that they could not erect a wooden building within the fire limit. The church is in the downtown section. The building was turning over to the property committee to either store away or sell. Mr. Long said he had no doubt but what the board could get more for it than they paid, \$500, "the way things are now."

After paying the bills of the month, the old board adjourned sine die.

Following the meeting of the new board, the members were taken all through the building, which is now practically complete. Mr. Critchfield told us what all night that the only things left to do were the polishing of the swimming pool and the completion of the auditorium and the gymnasium, the apparatus having been set in the latter room.

The new members were surprised at the completeness of the new building.

**SCHOOL OFFICERS**

The Connelville township school board met Monday night and reorganized by electing George Baer president and H. D. Shearer, vice president. John Wishart is a new member.

At the re-organization of the South Connelville school board Monday William Bruce was elected president; W. F. Hetzel, vice president and Harry DeBolt, a new member of the board, treasurer.

Joseph Bunting was chosen president of the Dunbar borough school board and H. L. Smith vice president.

## SHOEMAKER TOLD TO HAND OVER \$225 OR BE BLOWN TO PIECES

Hollan Who Wrote "Black Hand" Letter Arrested by Police; Confessed Crime, Officers Say.

Alleged to have written letters threatening A. Nigolatto, a shoemaker, of 123 East Crawford avenue, with death, provided he did not place the sum of \$225 in a mail box for him, Sarginto Cappelino was arrested Monday morning by City Detective J. W. Mitchell, who, with Patrolman P. M. Rulli, has been working on the case for several days.

The threatening letter was mailed on November 30, in it, Nigolatto was ordered to place \$225 in a large envelope in his own mail box. Saturday night at 11 o'clock, the writer of the letter would take the money. Should the money not be there, and especially if Nigolatto should tell Patrolman Rulli or any of the other police of the letter, he, his wife and children would all be blown up, the letter declared. The missive was signed merely with a black cross.

Nigolatto at once notified the police. Saturday night an envelope was placed in the mail box, and Rulli and Mitchell hid themselves nearby. No one appeared, however, to take the parcel. Suspicion was fastened upon Cappelino, who, as a former employee of Nigolatto, would know about how much money the shoemaker would be able to pay out. Cappelino, who is 20 years old, was arrested Monday morning and taken to the police station. Here he was made to write. His penmanship is exactly like that of the letter written to Nigolatto, according to the police. Cappelino is said to have broken down when confronted with this proof, and to have admitted writing the letter, saying he did it only for fun.

The penalty for the offense of using the mails for carrying such threatening letters is a severe one. The police expect that the postoffice authorities and the district attorney will take the matter up. Cappelino lives at Dutch Bottom.

### HOUSE FLOODED

Doyle Home Damaged By Water During Night.

The home of J. M. Doyle on West Apple street was flooded Friday night, released water pressure during the night, doing considerable damage. The water company turned off the water last night, when a main broke, without notifying Mr. Doyle. The water was turned on again during the night, and Mrs. Doyle arising this morning, found the house flooded from a faucet upstairs which had overflowed.

Before retiring, Mrs. Doyle opened the faucet, but could get no water. She thought she had turned the faucet off, but it seems she did not make it secure.

Mrs. Doyle contends that the company should have notified her upon turning off the water.

Superintendent A. E. Halstead of the Connelville Water company stated that dirt diving in on Apple street broke the main clear off and it was necessary to make quick repairs.

"It was after quitting time," Mr. Halstead stated, "and we had to hustle to get our men together. It was hard enough to get men in the day-time and at night it is about impossible. We shut the water off without notifying the property owners, we're honest about that, and after making the repairs turned it on again at 3 this morning. The Doyle house was not flooded with water but with steam from the faucet of a hot water pipe which was left open."

**XMAS CHECKS \$70,000**

Large Amount to Be Sent Out to Youth Savings Club Members.

Youth Trust company officials are preparing to mail out the checks to subscribers to the Christmas Savings fund, which on Saturday, closed for the year. The checks will be in the hands of the members of the savings club by December 12 if not before.

About 2,800 people finished out their payments and they will receive checks which aggregate \$70,000. Few started to save in the Christmas fund, who did not finish out the year. Some, of course, made one payment or two and then dropped out, but there were very few.

The Youth Christmas Savings club has now closed its sixth year and has come to something of an institution in Connelville. The first year it paid out \$15,000; the second, \$20,000; the third, \$25,000; the fourth, \$30,000; the fifth, \$35,000; and this year, \$70,000. It has thus been growing all the time, and has paid out the sum of \$200,000 since its inception. The checks are mailed to subscribers just when they come in handiest—in time for the Christmas shopping.

**EXPLAINS DOG LAW**

Judge Reppert Dwells on New Statute in Charge to Grand Jury.

UNIONTOWN, Dec. 3.—Pennsylvania's new dog law was explained today by Judge E. E. Reppert in the quarterly charge to the grand jury at the opening of the December term of court. The rigid enforcement of this new measure was asked by the court.

The action today by the court follows the steps recently taken by the county commissioners who caused the full text of the dog law to be published in the newspapers of the county and sent letters to the assessors, demanding that they make reports of all dogs in the county.

When court convened, Judges Reppert and Van Swearingen occupied the bench in court room No. 1. Judge Van Swearingen later went to court room No. 2 where he took up the trial of civil cases and Judge Reppert charged the grand jury. Hayden B. Craft of Redstone was named foreman of the grand jury.

Civil cases will be tried this week, and the criminal list is to be taken up next week with Judges Van Swearingen and Reppert of the common pleas bench and Judge J. C. Work of the orphans court bench presiding over criminal trials.

**Soldiers Want Reading Matter**

Officers of the American soldier units in France have asked the American people to supply the men with reading material. The comparatively small quantity of magazines and newspapers which has been arriving is eagerly read by the men. Some of the publications pass through dozens of readers' hands until the pages are in fragments.

Licensed to Wed.

Charles Comp and Maude Hiles of Dunbar township; William Kennedy of North Union township, and Jesse Slightbottom of Connelville, were granted marriage licenses at Uniontown yesterday.

## THREE ACCUSED COPS, SUSPENDED, QUIT THE FORCE

Patrolmen Barnes, Coughenour and Shoemaker, Named By Kottler, Resign.

### ONLY SIX ON DUTY NOW

Shoemaker Denies That He Got Out Under Fire, Declaring That He Has Better Job; Defends His "Call at House" Mentioned by the ex-Chief.

Following a discussion of police conditions by council Saturday morning, when instances of misconduct on the part of several officers were related by Barthold Kottler, former chief of police, three patrolmen, I. A. Shoemaker, John Barnes, and Aaron Coughenour were suspended by the mayor. Immediately following their suspension, the officers resigned, not availing themselves of the opportunity to stand trial before council.

Patrolmen Barnes and Coughenour handed in their resignations Saturday night and Shoemaker signed his this morning. Shoemaker worked Saturday, being on duty day, but the other two officers were suspended before they went to work at 6 o'clock in the evening.

Whether any other police will be laid off or not is not known.

Patrolman Shoemaker said Monday that he did not resign because he was under fire, but because he had a better job. Referring to a statement made by Kottler on Saturday, Shoemaker said: "The house he (Kottler) had reference to was the McKinley Hotel. I don't deny going there but I was never any further than the office and that was when I went up on a call, for a couple of drinks."

There have been several applications for the patrolmen's jobs, and these will be considered by the civil service board. This board meets the first Monday in each month to consider applications. As today is the first Monday in December, the applications will be considered this evening.

A meeting of council has been called for Monday December 10 to hear charges against the police. Since the action of the mayor and the resignation of the three officers this meeting may not be held.

Patrolmen now on the force are: Acting chief, William B. Bowers, Charles Shipley, D. H. Turner, F. M. Kull, Thomas McDonald and James Francis.

**Will Hunt Deer.**

Councilman James H. Guyon, Henry Guyon, Owen P. Burns, John and William Sherick, and Mr. Schreyer together with several others left Sunday for the Blue Mountains, near Gettysburg where they will spend a week hunting deer and bear. The party will make the trip in automobiles.

**Weir Explosives Agent.**

Radeloff Weir, Burgess at Obiopolis, has been appointed explosives licensing agent, representing the bureau of mines in the Obiopolis district.

**The Grim Reaper**

**AUSTIN E. CABLE.**

Injuries suffered October 14 last, resulted in the death of Austin E. Cable, one of the best known residents of Connelville Sunday night at 8 o'clock at the family residence, No. 415 East Washington avenue. While assisting in tearing down some old coke ovens at Broad Park, Mr. Cable was struck by falling bricks, suffering internal injuries. He was admitted to the Cottage State hospital, where after receiving treatment, he was taken to his home. Since the accident other complications contributed to injuries received by Mr. Cable developed. Funeral Wednesday afternoon at 2:30 o'clock from the First Baptist church, with Rev. Wilbur Nelson, the pastor officiating. Interment in Hill Grove cemetery.

Mr. Cable was born in McKeesport January 29, 1843, and for the past 36 years had resided in Connelville. For 28 years he was car repairer for the Baltimore & Ohio railroad, retiring on a pension in 1910. Mr. Cable was a leading member of the First Baptist church, being identified with the church for the past 15 years. The greater part of that time he was a organ and served in various other official capacities. In addition to his widow he is survived by the following children: Mrs. Leonard Fitzmaurice of Connelville; G. E. Cable of Carnegie; John W. Cable of the West Side; Mrs. Vera Long at home; Mrs. J. F. May of Connelville, and Wilfred M. Cable, a member of the 110th Regimental band, stationed at Camp Hancock, Augusta, Ga. Three sisters, Mrs. H. Austin of Ligonier; Mrs. Anna Ridenour of Mount Pleasant; Mrs. David Richey of Meyer, and one brother, Samuel C. Cable of Johnstown and 18 grandchildren also survive.

**MRS. REBECCA STRICKLER**

Mrs. Rebecca Strickler, 87 years old one of the oldest residents of Franklin township, died Sunday at her home near Vanderbilt. Deceased was born February 14, 1830, a daughter of the late David and Sarah Snyder. She was married October 10, 1850 to Jacob Strickler, who died May 16, 1908. All of the 12 children of Mr. and Mrs. Strickler attended the celebration of their golden wedding anniversary in 1900. Mrs. Strickler was blind for three years, but following a recent operation regained her sight. The following children survive: David Strickler, of California; Conrad Strickler and Mrs. W. H. Foster of Smithfield, O.; Mrs. George Dute of Aurora, Neb.; Mrs. J. P. Cogan, wife of Dr. Cogan of Dawson; Jesse Strickler of Custer, Wyo.; Mrs. A. J. Fairchild; Mrs. J. H. Edwards, Frank and John Strickler all of Vanderbilt. Sixty-one grandchildren and 35 great grandchildren also survive. The deceased children are Joseph G., and William Strickler.

**THOMAS INKS.**

Thomas Inks of Obiopolis, 50 years old, died Sunday while on a visit to relatives, who reside about four miles from Obiopolis.

**NELLIE GRACE MOORE.**

Nellie Grace Moore, 11 months old, daughter of Mr. and Mrs. H. L. Moore died Sunday at the family residence at Phillips. The body was brought to Connelville by Funeral Director J. E. Sims and removed to the home of the grandparents of the deceased, Mr. and Mrs. Jacob L. Moore, from where the funeral took place Tuesday afternoon at 2 o'clock. Interment in Hill Grove cemetery.

**MRS. CATHERINE THOMAS.**

Following a lingering illness Mrs. Catherine Thomas, 49 years old, died Monday evening at 7:30 o'clock at her home at Morgan. Deceased was born in Connelville, a daughter of Frederick and Anna Frick Gurke. She married James Thomas, whose death occurred July 7, 1897. Mrs. Thomas was widely known in Upper Tyrone township having resided at Morgan for a number of years. She is survived by the following children: Frederick Thomas and Richard Thomas of Uniontown; Moses Thomas of Morgan; Andrew Thomas at home, and William Thomas of Cleveland, O. Three brothers, Frederick Gurke of Uniontown; Martin and William Gurke of Broadford and three sisters, Mrs. William Frick of West Salisbury; Mrs. Jane Frick of Uniontown, and Mrs. Amelia Gurke of Peoria, Ill., also survive.

**MRS. MARY MARGARET ADAMS.**

Following a lingering illness of complication of diseases, Mrs. Mary Margaret Endley Adams, 73 years old, widow of William C. Adams, died Thursday morning at her home in East Green street. Mrs. Adams had been ill since last May, but was confined to her bed during her sickness. She was able to be about all day Wednesday and apparently her condition was the same as usual. Funeral Saturday afternoon at 2 o'clock from the family residence, with Rev. J. L. Proudfit, pastor of the First Presbyterian church, of which Mrs. Adams was a member, officiating. Interment in Hill Grove cemetery. Deceased was born in Cadiz, O., September 2, 1844, a daughter of Robert and Elizabeth Endley, and spent her girlhood days in that city. September 6, 1860 she was married to William C. Adams and went to housekeeping on a farm near Cadiz, residing there for 47 years. To the union 10 children were born, nine surviving as follows: Mrs. W. E. Playter of Collinsville, Ill.; S. E. Adams of Great Bend, Kan.; Mrs. H. E. Brown of Brownsville, Tex.; R. L. Adams of Marshalltown, Ia.; Mrs. John L. Rogers of Rogers Mill; J. Q. Adams of Uniontown; F. T. Adams of Connelville; Misses Mary and Clara Adams at home. Two sisters, Mrs. R. F. Naylor of Elyria, O.; and Mrs. E. A. Freshwater of Steubenville, O., also survive. Mrs. Adams had resided in Connelville for the past 10 years, the family moving here from near Cadiz, and had a wide circle of friends by whom she was held in high esteem. Mr. Adams died March 10, 1914.

**MRS. I. W. GREER.**

Mrs. I. W. Greer, 54 years old, died yesterday at her home, No. 315 Connell avenue. Funeral Saturday afternoon at 2 o'clock from the house, with interment in Dickerson Run Union cemetery. Deceased is survived by her husband and nine children.

**MRS. ANNA M. HYATT TAYLOR.**

Mrs. Anna M. Hyatt Taylor, 36 years old, died Thursday night at her home No. 320 Johnston avenue, following a lingering illness. Deceased was born near Drakestown, Somerset county, June 1, 1881, a daughter of Mr. and Mrs. Charles Hoffman. She is survived by her husband, W. A. Taylor, and five children, Decca, Clea, Lue, Lue, Charles and Florence Taylor.

**HARVEY G. BRYNER.**

Harvey G. Bryner, 25 years old, died Wednesday in the night in the Mount Pleasant hospital following an illness of dropsy. The body was brought to Connelville and removed by Funeral Director J. E. Sims to the Christian church at South Connelville from which services were held Friday afternoon. Deceased was born near Obiopolis and resided in that vicinity nearly all his life. He was unmarried and was a brother of Samuel Bryner of South Connelville.

**BURRELL BOYD.**

Burrell Boyd, six weeks old son of Carroll C. and Jennie Vothers Boyd of Connelville, died Thursday at the home of Mr. Boyd's sister, Mrs. J. S. Myers in Cottage avenue. The body was removed by Funeral Director J. E. Sims to the Boyd home. Deceased was a grandson of Mr. and Mrs. E. L. Boyd of Connelville township.

# CHIEF ROTTIER RESIGNS, NOW COUNCIL WANTS CHARGES MADE AGAINST OTHERS ON THE FORCE

City Police Head Gets Out Then Eight Cops Retract Their Charges.

## NO SUCCESSOR IS NAMED

Retiring Official, in Turning Over His Keys, Says Mayor Knows As Much About Actions of Other Policemen as He Does; Probe Likely.

The resignation of Barthold Rottier as chief of police was presented to council Saturday when that body met to try the chief on charges of "infidelity, misbehavior" in office and "striking pro-German sentiments," made by eight members of the police force, who demanded his immediate discharge. The resignation was accepted. A resolution was passed by council to investigate police conditions and a meeting will be held Monday, December 10, to hear any charge that may be made against any other members of the force.

The police situation was freely discussed and the council, apparently, is determined that a clean sweep of the department shall be made at this time. Some charges made against the former chief, and if proven will mean his immediate discharge. A criminal case against the eight members of the police force who signed the petition requesting the discharge of the chief, withdrawing all the charges, was read. Rottier, however, said nothing about retracting or modifying the assertions he made against several members of the force.

While council was discussing the situation, the former chief walked in to the room to turn in his badge and keys. When questioned concerning the conduct of the officers he replied: "The mayor knows as much as I do. I reported everything to him. Then they turned against me and framed up these charges."

Councilman Duggan asked him if he would prefer the charges against the patrolmen. Rottier replied that it would look like spite work, but the councilman said it would be strictly in the line of duty.

Rottier did not make any charges against the patrolmen as a prosecutor, but he told the council of several instances when he discovered officers breaking police department rules.

"I came down here one morning about 2 o'clock and found John Barnes and his brother-in-law, Aaron Coughenour, asleep on the benches in the city hall with their shoes off," said Rottier, reciting one of the instances. He also told of a time when a patrolman had to be taken home in a taxicab while in uniform.

"All this trouble started one Sunday morning when I called Shumaker for going to a local house that has caused all the trouble among the police force," said Rottier, "and he replied that when he was off duty he would do as he pleased."

"Patrolman McDonald did not sign that petition because he knows positively that it was a frame-up and spite work. I don't understand why Rottier signed it. We never had any words and I always got along well with him."

Councilman Duggan remarked that it would take a great deal to make him believe a man is a pro-German when he has a son in the army.

Councilman L. L. West said he thought that any officer found drunk on duty ought to be discharged immediately or suspended for a hearing.

"A drunken policeman arresting a drunken man is doing the most contemptible thing that can happen," he said. The mayor said he thought three or four ought to be discharged.

Councilman Duggan said if the statements that Rottier made were true council ought to know more about the conditions and drew up the resolution calling for a meeting on December 10. "If any charges are made against them, we'll take them up," he said. "The police don't seem to work together," he continued, "and it makes a bad condition. In any case the force ought to be shown that they must work together and not against each other."

No one was appointed to succeed Rottier as chief of police, and until an appointment is made, Assistant Chief William B. Bowers will have charge of the police.

The communication signed by the eight members of the police force, withdrawing the charges against Rottier read:

"To the Mayor of the City of Connellsville:

"The undersigned, members of the police force of the City of Connellsville, having presented to you under date of November 22, 1917, your petition requesting the suspension from duty of Chief Barthold Rottier, hereby beg to withdraw and recall the said petition, and to retract the charges therein made by us against Chief Rottier."

J. H. Barnes, P. M. Rulli, James Francis, Aaron Coughenour, William B. Bowers, Charles Shipley, D. H. Turner, I. A. Shumaker.

Added to Honor Roll.

Another name, that of Bernard Wandell, has been added to the Honor Roll of the First Baptist church. There are now 20 names on the list. Mr. Wandell is a member of Company B, stationed at Camp Hancock, Augusta, Ga.

Licensed to Wed.

Joseph Schroyer of Mill Run, and May Sunderson of Shumaker; David C. Schumaker of Scottsdale, and Anna May Lawler of Centdale, were granted marriage licenses in Uniontown.

## ANOTHER SHIPMENT OF SAILORS' COMFORTS IS MADE BY NAVY LEAGUE

Seventy-Two Complete Sets, 13 Scarfs, 12 Helmets and Nine Pairs of Whistles Sent.

The Charleston Comforts Branch of the Navy League, on Wednesday afternoon shipped to Philadelphia 72 complete sets, 13 scarfs, 12 helmets, and nine pairs of whistles. This makes a total of 525 complete sets, and quite a number of additional separate knitted articles complied by the branch since its organization.

Mrs. J. Melvin Grey, chairman, feels encouraged over the support she has been given and appreciates the noble work of the women of Connellsville, Dunbar, Dawson, Uniontown, Scottsdale, Waynesburg and other points.

The women are urged to keep on knitting. With the approach of winter there is a great demand for knitted articles for the sailors, especially sweaters and helmets.

The following is a list of the donors, Connellsville branch: Mrs. J. Melvin Grey, chairman; Mrs. F. C. Rose, one helmet; Mrs. E. S. Marsh, one set; Mrs. C. Buckner, one set; Mrs. William Crouse, one set; Miss Josephine Denny of Waynesburg, four sets; Mrs. Alex. J. Francis, one sweater; Miss Lauretta Lehigh, one set; Mrs. M. Rendell, three sweaters, and one scarf; Mrs. J. S. Showers, one sweater; Mrs. Harry Marietta, one scarf and one sweater; Mrs. A. Kelly one scarf and one sweater; Mrs. C. W. Erbeck, one set; Mrs. Robert Werner, one helmet; Mrs. W. G. Kaufman, one pair of whistles; Mrs. Anna Denny, one sweater, and one pair of whistles; Miss Rebecca Patterson, one sweater; Miss Anna Dohman of Dunbar, one scarf, one pair of whistles and a donation of \$3.00; Mrs. James McCairns, one helmet; Miss Margaret Pigan, one scarf; Mrs. C. E. Wilson of Dunbar, one set; Miss Ida Burkhardt two helmets; Mrs. J. R. Porter, one scarf; Miss Ivy Nason, one set; Mrs. L. L. Buttner of Adelaide, two sweaters, two scarfs, two helmets and one pair of whistles; Miss Marie Conway, one scarf; Mrs. T. R. Edgar of Conduence, one sweater; Mrs. S. L. Fletcher, one scarf; Mrs. Rose Shewalter, one pair of whistles; Miss Martha Long, two sweaters, seven pairs of whistles; Mrs. John Curry, one scarf; Mrs. James Dick, one set; Mrs. Robert Werner, one pair of whistles; Miss Catherine O'Connor, one helmet; Mrs. Harriet Carson, one set; Mrs. Mary E. Zimmerman one pair of whistles; Mrs. J. G. Percy, one sweater; Mrs. P. H. McKevitt, three helmets; Mrs. J. Schraibuh, one sweater; Mrs. Rockwell Marietta, one scarf; Mrs. Eleanor Rush, one set; Mrs. S. S. Stahl, for the Martha Norton Bible class of the Christian church, two helmets; Mrs. Mary Brashear for the same class, two helmets; Mrs. H. L. Piersol, one set; Mrs. A. E. Wagner one set; Mrs. Catherine Wallace, three sweaters, and one scarf; Miss Josephine Denny seven pairs of whistles, three helmets, two sets and three scarfs; Mrs. Maxwell Bush of Ohio, one sweater; Miss Margaret Whitehead, one pair of whistles; Mrs. N. B. Kell, two scarfs; Mrs. S. R. Cox, one sweater; Mrs. Anna Denny, one sweater; Mrs. C. W. Erbeck, one helmet; Mrs. Ida Seaman, one helmet; Mrs. Edward Sweeney, four helmets; Mrs. W. N. Leche, one scarf; Mrs. M. C. Gilmore, one sweater; Mrs. Nevada Schultz, one helmet; Miss Sarah Sloan, one set; Mrs. William Crouse, one helmet; Miss Ida Burkhardt, one helmet; Miss Mary Wertheimer, one helmet; Mrs. J. M. Reid, one helmet and two pairs of whistles; Miss Gertrude Reid, one scarf; Mrs. W. P. Clark, one sweater; Mrs. E. L. Denny, one helmet.

Dawson branch, Mrs. M. E. Strawn, chairman; Mrs. Margaret Stouffer, Mrs. F. E. Blose, Mrs. R. K. Smith and Mrs. M. E. Strawn, one set; Miss Nade Best, Mrs. J. Allen Crawford, Mrs. H. Landwehr, Mrs. Mong and daughters, one set; Mrs. Anna P. Smith, Mrs. Marguerite Ruse, Mrs. Frank Stickle and Mrs. M. E. Strawn, one set; Mrs. Frank French, Mrs. Glen Crawford of Wilkesburg, Mrs. Anna Welshbone and Mrs. A. C. Brown one set; Mrs. A. C. Brown, Mrs. Jacob Sherbondy, Mrs. A. C. Moser and Miss Drumm, one set; Mrs. John Gibson, Mrs. H. A. Baum, Mrs. Frank Blose, and Mrs. Emma Braden, one set; Mrs. M. S. Shupe, Mrs. William G. Ruse, Miss Nettie Smith and Mrs. E. E. Blose, one set; Miss Naomi Gardner, Mrs. Jacob Sherbondy, Mrs. M. E. Strawn and Mrs. John Short, one set; Mrs. H. A. Baum, Mrs. William Ruse and Mrs. Glen Crossland, one set; Mrs. Thomas Semans, chairman of the Uniontown branch, turned in 15 sets and Mrs. Mary A. Loucks, chairman of the Scottsdale branch, seven helmets.

## COURIER EDITOR Laid Up

John L. Gaus, managing editor of The Courier, is again confined to his home, and part of the time to his bed, as the result of painful injuries to his right knee sustained in a fall over 10 days ago. He was at his desk during the first week but since Thanksgiving has been obliged to remain at home where he continues to do part of his work.

## Leckrone Man a Suicide

John Boster of Leckrone, 29 years old, committed suicide Friday afternoon at his boarding house. He had been complaining of being ill and made several previous attempts to take his life. He inflicted five slashes in his throat with a knife.

## Miss Lillian G. Lint and Palmer D. Willis, both of Somerset, were married Monday at the Christian church, patronage at Somerset, Rev. S. G. Buckner, the pastor, officiating.

## WOMEN DECIDE ON WHAT TO PUT IN SOLDIERS' BOXES

Each to Contain Mixed Candy, Chocolate, Handkerchief, Tobacco and Trinket.

## COMMITTEES ARE NAMED

Churches Represented in List of Collectors and Chairmen Are Permitted to Name Aids; Regimental Christmas Tree is Planned.

At a meeting it was decided to place in each box, a box of mixed candy and a chocolate bar, a hand-drawn handkerchief, a small Christmas trinket and tobacco. Each package will be neatly wrapped in white tissue paper and tied with red ribbon. It desired on the part of any contributors towards this fund, names and a Christmas greeting, if written on a card, may be enclosed in the boxes. The things to go in the boxes will be brought to the Federal building on Wednesday and on Thursday morning at 9 o'clock the women will meet at the same time and place to wrap the packages and get them ready for shipment by December 3.

The Regimental Christmas tree will be located at a central point within the camp and a Christmas service, with the singing of carols and other features of an inspiring character, will be conducted about it. Distribution of gifts in which each man of the regiment is to be made the recipient of a present from the friends back at the home station, will then begin.

A finance committee, with the privilege of appointing as many aides as necessary, from the different churches was named as follows: German Lutheran, Mrs. Esther Smith; Immaculate Conception, Mrs. James B. Stader and Mrs. Basil Soleson; United Brethren, Mrs. J. S. Showers; Trinity Reformed, Mrs. Paul Gerke; Trinity Episcopal, Mrs. Frank R. Graham and Mrs. John Wilder; Trinity Lutheran, Mrs. H. C. Hoffman and Miss Ada Mac; Hannan, Methodist Protestant, Mrs. William F. Brooks and Miss Anna Brooks; Methodist Episcopal, Mrs. Robert S. Morton, Mrs. James McCairns and Miss Eleanor Horner; First Presbyterian, Mrs. D. K. Dilworth and Mrs. A. E. Morton; Christian, Mrs. D. A. Brooks and Mrs. Smith; Butternut, United Presbyterian, Mrs. O. R. Herwick and Mrs. A. R. Kild; First Baptist, Mrs. A. B. Stauffer and Mrs. A. C. Herber; St. Rita's Italian Catholic church, Miss Jeanie Candoli; South Connellsville, Miss Mabel Vance.

## TREAT DRAFTEES' TEETH

Dentists of District Will Look After Conscripts Free of Charge.

At a meeting of dentists of Connellsville, Dawson and Perryopolis, held Wednesday evening, it was decided that the dental needs of all men selected for Army service should be looked after free of charge. The law provides for one dentist for every 1,000 men in the army, and this is not enough to allow the proper care for all the men destined for war service. Dr. Hamill Swing of Philadelphia was therefore appointed dental director, to see that the teeth of all draftees of Pennsylvania be looked after before the men left for camp or for foreign service. Dr. Swing appointed Dr. M. B. Loar of Mount Pleasant supervisor for Indiana, Westmoreland, and Fayette counties, and Dr. Loar then suggested the meeting of the dentists of Connellsville, Dawson, and Perryopolis.

## NOVEMBER COLD

Average Temperatures Six Degrees Lower Than Same Period Last Year

November of this year was much colder than last, according to the figures issued this morning by C. A. Purbaugh, auditor at the West Penn. The average maximum in November of this year was 52.7 the minimum 32.1, and the mean, 42.4, while in November, 1916 the maximum was 59.2, the minimum 37.5, and the mean 48.4, or about 3.5 degrees warmer.

The mercury was at its lowest point in November of this year on the 27th, when it reached 19, and at its highest on the 7th, when the figure recorded was 65. Last year the lowest temperature was 20 on the 18th and the highest 78 on the 9th.

# COUNCIL AND B & O. SWAP LAND ON ARCH AND WATER STREETS

City Vacates Property Along Railroad For Chance to Widen Arch Street.

Council Saturday agreed to vacate Water street between the southern boundary of Fairview avenue and South alley, and also South alley between Water street and South Arch street, in return for which the Baltimore & Ohio Railroad company will give the city property adjoining the west side of South Arch street, between the southern boundary of Fairview avenue and Gallatin avenue. The ordinance will have to be published and at its last session on Thursday, January 3, 1918, council will finally pass it.

The property on Water street is of no use to the city, and by receiving part of the railroad property along Arch street it will be possible to widen that street, and give sufficient space to carry some of the South Side traffic.

Between the southern boundary of Fairview avenue and South alley, Arch street will be widened 20 feet making it 40 feet in all. Between South alley and Gallatin avenue, the street will be widened 10 feet. At this place the street is already 30 feet in width and the additional 10 feet will give it a uniform width of 40 feet the entire distance between Fairview avenue and Gallatin avenue.

At the corner near the White Rock distillery the West Penn street car tracks can be moved over, and with more clearance space the turn will not be so dangerous.

Councilman Duggan suggested that the bricks on Water street be kept by the city, as paving bricks are high and these are still in good condition, having been used but little since they were laid.

## CHURCH REOPENED

Leisening Presbyterians Raise \$500 at Dedication.

At the initial service of the reopening of the Presbyterian church at Leisening No. 1 yesterday morning and afternoon, \$500 was raised to cover the expenses of repairing the church. Nine hundred dollars had previously been subscribed, leaving but \$100 more before the entire amount is raised.

At the Sunday school there were 107 present, a new record for the Leisening church. Rev. W. H. Sloan, the pastor, presided. The principal address at the morning service was delivered by Rev. J. H. Reed, a former pastor of the Laurel Hill Presbyterian church. A noon day lunch was served. The afternoon address was made by Rev. J. L. Prouditt, pastor of the local First Presbyterian church. Special music was rendered at all of the services. Vocal solos were sung by Rev. and Mrs. Sloan and Mrs. Hopwood. The reopening services will be continued throughout the week, the following program having been arranged.

Monday evening, 7:30—Sermon by Rev. D. C. White, Vanderhill. Tuesday evening, 7:30—Sermon by Rev. W. B. Burnell, Dawson. Wednesday evening, 7:30—Sermon by Rev. W. P. Russell, Laurel Hill. Thursday evening, 7:30—Sermon by Rev. J. W. Wilson, Dunbar. Friday evening, 7:30—Sermon by Rev. J. L. Prouditt, Connellsville.

## REV. BUCKNER COMING

Will Leave England Shortly to Take Up Work of Local Charge.

Rev. George W. Buckner, new pastor of the Christian church here, either has left England for America, or will leave shortly, according to a cablegram received here by Mrs. Mary P. Buckner, his wife, who is in charge of the work of the church here until Rev. Mr. Buckner's arrival.

Rev. Mr. Buckner, who has had a charge at Southampton, England, cabled that he would leave for America on the steamer New York, but that he was not allowed to give the sailing date. The feeling prevails, however, that he will arrive here before the Christmas holidays.

## MINER STRUCK BY ACCIDENTAL BLOW FROM FELLOW WORKER'S PICK

As the result of an accidental blow from a pick in the hands of James Nehlas, Lawrence Callahan of Church Hill, near Pechin, is minus the little finger of his left hand today. The accident occurred yesterday.

Both men are miners, working together in Ferguson mine. They had been shoveling coal, and when Nehlas took up his pick to loosen the coal, a lump deflected the tool and it struck Callahan's little finger, just below the second joint. Dr. E. B. Guie amputated the digit.

## STORK BRINGS SON.

Word has been received here of the arrival of an eight pound son November 23 at the home of Mrs. Henry C. Eschenburg in Chicago. Mrs. Eschenburg will be remembered as Miss Edna Tomkin of near Conduence. Her sister, Mrs. C. L. Shannon of East Washington avenue, was at the Eschenburg home when the little stranger arrived.

## FOR SALE—15 ACRE FARM; ONE and one-half miles north of Scottsdale, one-half mile from postoffice, churches and high school. Fine minutes walk from cat line and state highway. Nine room brick house; barn 60x80 ft. Prosport coal; limestone; never failing water. Dairy farm. Land in high state of cultivation; 150 young fruit trees; 250 grapes, bearing age. Reason for selling to close an estate. Address C. FOX ESTATE ALVERTON, Pa. Best advice—write.

## Bank Statements.

REPORT OF CONDITION OF THE FIRST NATIONAL BANK, at Connellsville, in the State of Pennsylvania, at the close of business on November 24, 1917.

Assets

Loans and discounts

Capital stock paid in

Surplus fund

Undivided profits

Less current expenses, interest, and taxes paid

Interest and discount collected but not earned (approximate)

Circulating notes outstanding

Furniture and fixtures

Real estate owned other than banking house

Lawful reserve with federal reserve bank

Furniture and fixtures

Cash in vault and net amounts due from national banks

Checks on banks located outside of city or town of reporting bank and other cash items

Redemption fund with U. S. Treasurer and due from U. S. Treasurer

Interest earned but not collected (approximate)

Other assets (if any)

Total

LIABILITIES

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Surplus fund

Undivided profits

Less current expenses, interest, and taxes paid

Interest and discount collected but not earned (approximate)

Circulating notes outstanding

Cashier's checks outstanding

Net amounts due to banks, bankers, and trust companies (other than included in U. S. Treasury)

Total of items 11 and 12

Individual deposits subject to check

U. S. bonds deposited to secure circulation (par value)

U. S. bonds and certificates of indebtedness owned and unpledged

Liberty Loan Bonds, unpledged, 3 1/2 per cent and 4 per cent

Securities other than U. S. bonds (not including stocks) owned and unpledged

Stocks, other than federal reserve bank stock

Stock of federal reserve bank (50 per cent of subscription)

Furniture and fixtures

Real estate owned other than banking house

Lawful reserve with federal reserve bank

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Interest and discount collected but not earned (approximate)

Circulating notes outstanding



## WHAT THE EASTERN RAILROAD POOL IS; WHAT IT WILL DO

Represents More Mileage Than Several Countries of Europe.

### TO RELIEVE CONGESTION

Is Prime Purpose of the Operating Committee Which Has Full Charge, Subject Only to Authority of the War Board, in Which It Will Report.

The appointment by the Railroad War Board of an Operating Committee to have complete charge of the operations of the railroads forming what is known as the "Eastern Pool," is one of the most significant steps taken in the direction of clearing up the traffic situation. This committee consists of vice-presidents of the important railroads east of the Mississippi river to the south and north of the Ohio river, in what is known as the official classification territory of the "Eastern Pool."

This committee will co-ordinate these lines into one single system, pooling all traffic and equipment in the east, wherever practicable; distribute cars among the roads on the basis of carrying capacity of the pool; and equipment; divert freight from congested lines to non-congested lines; and transfer motive power, machine tools and employees to points where needed.

There are 38 important railroads in the eastern group, operating a total of 121,044.2 miles of track, and owning 77,000 locomotives, 1,250,000 freight cars, and 35,000 passenger cars.

The magnitude of the business done by these roads for the 12 months ending June 30, 1917, was equivalent to hauling one ton of revenue freight \$7,000,000,000 miles; and of other freight necessary for the maintenance and upkeep of the railroads, 4,000,000,000 miles, making a total of approximately 71,000,000,000 miles. This business was handled in trains which averaged 775 tons per train load and 23.5 tons per loaded car. The operating revenue of these railroads for the same period was \$1,750,000,000. To do this business required an expenditure of \$1,537,000,000, leaving a net revenue after operation of \$213,000,000.

An idea of the extent of the railroad mileage in America thus brought under the control can be gained when it is realized that it is greater than the combined railroad mileage in the United Kingdom, France, Italy and Belgium, was before the beginning of the present world war.

The personnel of the Operating Committee of the War Board is, as follows: A. W. Thompson, chairman, vice president, Baltimore & Ohio; Carl Gray, president, Western Maryland; G. L. Pack, vice president, Pennsylvania Lines West; Elsie Lee, vice president, Pennsylvania Lines East; A. T. Dine, president, Reading; P. E. Crowley, vice president, N. Y. C. and A. & O. Steamship Lines.

The committee has established their office in Pittsburgh, where they will be in continuous session, reporting daily to the War Board at Washington.

The organization is for the purpose of relieving and preventing congestion in traffic and operating the lines to best advantage by the following methods:

Diversion of business from the congested and overhauled routes to routes that are free; re-assignment of locomotives; routing of freight trains to secure the maximum effect of motive power, and as far as possible favor the routes of lower grades, avoiding congestion at terminals; the consolidation of one or more lines of railroads to secure the benefit of three or four track facilities regardless of ownership; the consolidation of terminal facilities wherever possible and expeditious handling can be accomplished; the utilization of unused or partially used facilities for the common good.

Each member of the committee will continue his service in the capacity he now occupies with his respective road in addition to the requirements of the War Committee.

### BRITISH DYE MAKING

Proving to Be Very Successful; Co-operation of Makers Is Urged.

The manufacturing of dyes in Great Britain and supplying the British trade, which heretofore had been dependent almost entirely on Germany, has proved very successful, according to the report of a company subsidized by the government for that purpose.

The production of dyes continues to be limited by the shortage of certain materials, but the supply has been increased during the year and the variety of dyes extended. Cooperation among dye manufacturers is urged to increase the output of dyes, and the need of further capital is emphasized by the fact that the recently published accounts of dye of the German dye manufacturing firms show assets amounting to \$35,000,000, including cash resources of \$10,000,000.

New B. & O. Appointments.

A. W. Thompson, vice president in charge of traffic and commercial development, Baltimore & Ohio railroad, has announced the following appointments, effective December 1: O. P. McCarthy, passenger traffic manager, to be general passenger representative; W. B. Calloway, general agent of the lines East, to succeed Mr. McCarthy; W. E. Lowe, assistant general passenger agent, to be general passenger agent.

Advertise in The Weekly Courier.

## DUQUESNE ELECTRIC COMPANY SHUTS DOWN ONE DAY EVERY WEEK

Many Plants in Monongahela Valley Depending on It for Power.

Coal shortage is curtailing the output of many munitions plants in the Monongahela valley. Fuel conservation has compelled the suspension of operations between 7 A. M. and 5 P. M. each Wednesday for an indefinite period, according to an announcement of power curtailment by the Duquesne Light company. Beginning yesterday morning all power up to 22,000 volts was shut off, thus automatically causing the suspension of 25 or 30 small mills and throwing 15,000 men out of work for the day.

The Steeling Steel Foundry Company, Bradstock Machine Company, Nicholson Chain Company, Central Expanded Metal Company, and the American Chain Company, in Bradstock and Rankin, at whose plants munitions are being manufactured are affected by the order and will of necessity shut down.

The order affects the following districts: Bradstock, North Bradstock, Rankin, East Pittsburg, Swatara, Homestead, Duquesne, McKeesport, West Homestead, Hays and Glenwood. The order affects the home consumer as well as the manufacturer. Little inconvenience is expected to result to residences owing to the fact that very little power is used in residences except at night for lighting purposes.

The shutting off of electric current in McKeesport Saturday caused banks and stores without sufficient gas-light to have recourse to candles. Elevators were not running and persons climbed up and down stairs of office buildings and apartment houses through dark hallways.

## GARFIELD WARNS AGAINST BREACH OF COKE PRICES

Fuel Administrator Hears Some Take Illegal Advantage of Differential.

### OUTLINES THE PENALTIES

Conviction of Receiving Higher Price Than That Fixed By Government Is a Fine Up to \$5,000, Imprisonment For Two Years or Possibly Both.

The Official Bulletin, the official organ of the government, prints the following, calling attention of coke operators to the stiff penalty for violation of the government-fixed price:

"Attention of coke producers is called to the penalties provided by the Lever law in an order just issued by United States Fuel Administrator Harry A. Garfield. The order was a result of reports that has reached the Fuel Administration to the effect that coke producers in some instances had been selling 72-hour coke to blast furnaces and taking advantage of the 1-cent differential allowed on 72-hour selected foundry coke.

"The Fuel Administrator in his order points out that any person guilty of asking, demanding, or receiving higher prices than are allowed under the fuel price regulations shall upon conviction be fined not more than \$5,000 or be imprisoned not more than 2 years or both.

"In making the order the Fuel Administrator established prices on by-product coke produced in New England. New England coke producers will be permitted to charge prices that will cover their increased transportation charges on coal carried to New England by water for use in coke manufacture.

"The order fixes New England coke prices as follows: For coke produced in New England, the maximum price for each grade, L. O. B. cars at point of production, shall be the base price for the grade of coke, plus the freight rate from the competing best coke district which takes the lowest freight rate to the point where the coke is produced, and plus 7 cents for each advance of 5 cents above 50 cents in the freight charges per ton (2,240 pounds) of coal for water transportation on the coal used in the manufacture of such coke. The base prices are as follows: Run of ovens, \$6; selected foundry, \$7; and crushed over 1-inch size, \$6.50."

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## Coal Freight Rates

EFFECTIVE JULY 1, 1917.

TO EASTERN PORTS.	Pittsburg	Fairmont	G'burg	Latrebe
Baltimore, Md.	\$2.10	\$2.00	\$1.85	\$1.75
Chester, Pa.	2.10	2.00	1.85	1.75
Harrisburg, Pa.	2.10	2.00	1.85	1.75
Johnstown, Pa.	2.10	2.00	1.85	1.75
Lebanon, Pa.	2.10	2.00	1.85	1.75
New York, N. Y. (4700)	2.40	2.35	2.10	2.00
New York, N. Y. (8000)	2.40	2.35	2.10	2.00
Philadelphia	2.10	2.00	1.85	1.75
Sparrows Point	2.10	2.00	1.85	1.75
Steelton, Pa.	2.10	2.00	1.85	1.75
South Bethlehem, Pa.	2.10	2.00	1.85	1.75
Syracuse, N. Y.	2.10	2.00	1.85	1.75

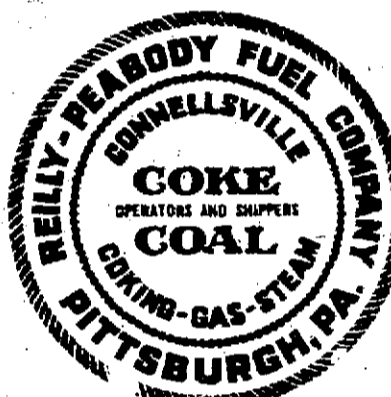
TO ATLANTIC PORTS via P. R. R.	Pittsburg	Fairmont	G'burg	Latrebe
Greenwich, local	1.90	1.75	1.60	1.50
Greenwich, export	1.70	1.55	1.40	1.30
South Amboy, F. O. B.	2.05	1.90	1.75	1.65
Harrison Cove	2.10	1.95	1.80	1.70
Greenville	2.10	1.95	1.80	1.70
Camden, Balto. export	1.90	1.75	1.60	1.50
Camden, Balto. export	1.60	1.45	1.30	1.20

The rate from the Fairmont District to Johnstown is 78c; Monongahela Railway to state line, 45c; below state line to Fairmont, 80c. The Connellsville Rate applies to shipments from points on the Southwest Branch of the Pennsylvania railroad south of Ruffsdale; from points on the Pittsburgh, Virginia & Charleston and points on the Monongahela River railroad.

TO WESTERN PORTS.	Pittsburg	Upper Cville	Lower Cville
Rate per Net Ton of 2,000 lbs.	(1)	(2)	(3)
Canton, O.	\$1.10	\$1.00	\$1.00
Chicago, Ill.	2.05	2.05	2.05
Cleveland, O.	1.15	1.25	1.30
Columbus, O.	1.15	1.15	1.20
Detroit, Mich.	1.40	1.45	1.55
Indian Harbor, Ind.	2.05	2.05	2.20
Toledo, O.	1.25	1.25	1.40
Youngstown, O.	.85	.75	1.00
Lake Ports	1.05	1.05	1.05

The Pittsburgh District includes points east as far as Latrobe and south on the Southwest Branch of the Pennsylvania railroad south of Ruffsdale; south to and including Brownsville and Brannell on the Pittsburgh, Virginia & Charleston railroad; eastward to Dawson on the Baltimore & Ohio railroad, and eastward to Dickerson Run and southwest to and including Brownsville on the New York Central line.

The Connellsville District includes points on the Southwest Branch of the Pennsylvania railroad south of Ruffsdale; on the Pittsburgh, Virginia & Charleston railroad except Brannell and all Monongahela River railroad points; New York Central points east of Dickerson Run, including Connellsville Transfer, and points on the Baltimore & Ohio, Dawson to Point Marion, Pa.



## COAL INVESTMENT OPPORTUNITY

Parties owning 200 acres with over 2,500,000 tons of 6 ft.-7 ft. Low Volatile semi-smokeless steam, by-product and high grade anthracite coal, 25% volatile, under 1% sulphur, low ash, floating P. R. R. Clearfield rate East. For export outside capes to Philadelphia Pier, \$1.30, and Baltimore Pier, only \$1.23 gross ton, desire financial assistance to quickly develop property to ship smelting coal; has open market \$4.50-\$5.00 ton, F. O. B. mine.

Responsible interested parties address by letter only  
Treasurer—Box L,  
1502 Oliver Building,  
PITTSBURGH, PENNA.

## WEST VIRGINIA COAL COMPANIES

List of over 300 new coal companies, organized in West Virginia, since January 1, 1917.

Shows name of company, post office, capital authorized, and the name of one member. No "wagon" mines included.  
Price \$2.00.

West Virginia Mining News,  
CHARLESTON, W. VA.

## FUEL COMMITTEE MEMBER IN CITY GETS COMPLAINTS

Local Consumer Agrees to Pay 14 Cents a Bushel and Enters a Kick.

### ASKS WHAT HE IS TO DO

County Fuel Administrator Divides His Territory Into Seven Districts in Which Local Chairmen Are to Receive Complaints and Report Them.

Complaints from local coal consumers are beginning to come in to George S. Connell, member of the Fayette county fuel committee. Mr. Connell's territory embraces Bullshead, Connellsville, Saltlick, Springfield, Stewart and Henry Clay townships, the boroughs of Elverson, Markleysburg and Ohioville and the city of Connellsville, consequently he expects to be a busy person if many alleged violations of the Fuel Administration's orders are reported.

The first complaint is from a Connellsville man who objects to paying 14 cents a bushel for coal. His complaint sets forth that he could not get the coal unless he agreed to pay 24 cents a bushel for it and now that he has received it and the bill he wants the fuel committee to tell him what to do. In view of his agreement, the committee's answer seems obvious. County Fuel Administrator J. G. Barber has divided up the county

into seven districts. The territory included in these and the deputy administrators, to whom complaints should be sent, follow:

O. R. Brownfield, Uniontown.—North Union, South Union and Wharton townships, and the city of Uniontown.

Allen Galley, Perryopolis.—Upper Tyrone, Lower Tyrone, Perry, Washington and Jefferson townships, and the boroughs of Belle Vernon and Fayette City.

Joseph B. Henderson, Vanderhill.—Dunbar and Franklin townships, and the boroughs of Dawson, Dunbar and Vanderhill.

Frank W. Jeffries, Brownsville.—Brownsville, Redstone and Luzerne townships, and the boroughs of Brownsville and South Brownsville.

Frank Lardito, Uniontown.—Menallen and German townships, and the borough of Masonstown.

Charles Russell McIntyre, Fairchance.—Fairchance, Nicholson and Springhill townships, and the boroughs of Point Marion, Smithsland and Fairchance.

The Connellsville district is described above.

### Moulders Want Raise.

CLEVELAND, Dec. 3.—Two thousand members of the Cleveland branch of the International Moulders Union have decided to ask a wage increase from \$4.50 to \$6 a day on January 1. Accompanying the request for the wage increase will be a demand that the higher wage be based on an eight hour day. They now receive \$4.50 for nine hours work.

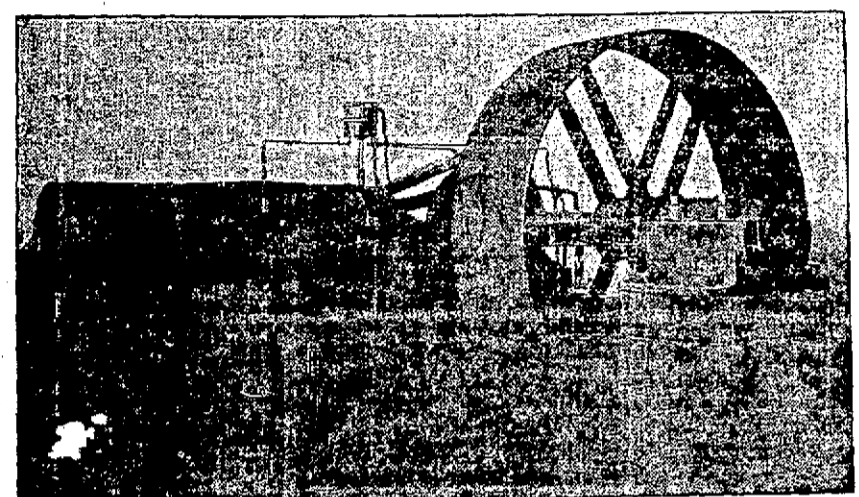
### No Explosions During Year.

During the year ending October 31 there were no explosions in the mines of West Virginia.

## The Connellsville Manufacturing & Mine Supply Company

CONNELLSVILLE, PA.

Sole Manufacturers of the Lepley Patents and Designs, Covering a full line of Modern High Grade Mine Equipment Machinery.



We have the largest and best equipped mine equipment plant in Western Pennsylvania, fitted exclusively for the production of a high grade product. We manufacture.

## Pumps

### Engines

### Fans

## Air Compressors

## Steel Hoisting Cages

We manufacture none but the highest grade machinery, using only the best materials to be found in the market in its construction. We are also prepared to accurately duplicate promptly any part of any of our machines. Your inquiries will receive prompt and satisfactory attention.

STEAM, COMPRESSED AIR OR ELECTRIC. SINGLE, DUPLEX OR TRIPLEX PATTERNS. WOOD LINED, BRONZE OR CAST IRON FITTED. FOR MINE, TANK OR MILL SERVICE.

HOISTING, HAULING OR STATIONARY. FIRST MOTION OR GEARED. HEAVY STEEL PLATE CONSTRUCTION FOR HIGH DUTY SERVICE. BLOWING, EXHAUST OR REVERSING. DRIVEN WITH PLAIN SLIDE VALVE, PISTON VALVE OR CORLISS ENGINES.